MICROFILM

START OF ROLL

ROLL NO.

84

Construction Contracts

Begins # 4853

29-3320 Cape Lookout Park Camp Facili- 1957
ties Expansion Proj. (Const.
#4853 latrine & utility building)

filed

OREGON STATE HIGHWAY DEPARTMENT

(date)
August 29, 1957

29-3320

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4853	4 Final	Lloyd G. Sperling	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19814	H-190637	$ 3,375.69	8-29-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 60 Workdays from 3-15-57

Time Extensions: none

Completion Date: 6-13-57

Date Accepted: 6-27-57

Penalties: none

Claims: none

Remarks:

Date: 8-30-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 30 1957

NOTED ON CARD

RECEIVED
AUG 16 1957
FOR FILING

29-3320

4853

August 15, 1957

CERTIFIED MAIL

National Surety Corporation
401 California St.
San Francisco, Calif.

Attn.: Fidelity & Surety Dept.

Gentlemen:

State Highway Contract No. 4853 for Cape Lookout Park Camp Facilities Expansion in Tillamook County was completed by the contractor, Lloyd G. Sperling, on June 13, 1957 and was formally accepted by the Highway Commission on June 27, 1957.

Final payment in the amount of $3,375.69 will be released to the contractor on or after August 26, 1957. The total contract amount is $35,571.42, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en

NOTED ON CARD
Om

RECEIVED
FEB 18 1957
FOR FILING

29-3320

4853

February 18, 1957

Lloyd G. Sperling, Contractor
Box 92
Tillamook, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4853, which was awarded to you by the State Highway Commission on January 22, 1957, covering Cape Lookout Park Camp Facilities Expansion in Tillamook County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 25 1957
FOR FILING
29 3320
4853

January 24, 1957

Lloyd E. Sperling
1415 Sixth Street
Tillamook, Oregon

Dear Mr. Sperling:

The State Highway Commission on January 22, 1957 awarded to you State Highway Contract No. 4853 for construction of one standard latrine and one utility building in the Cape Lookout Park Camp Facilities Expansion Project about 10 miles southwest of Tillamook in Tillamook County.

This award was based on your bid of $34,719.23 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson
C. H. Armstrong

30-8321 Pendleton-Hilgard Rock Prod. 1957
Proj. on Old Oregon Trail Hwy.
#4854

RECEIVED
MAR 6 - 1958
FOR FILING

30-5321
4854

File Station card

Mar. 4, 1958

Maryland Casualty Co.
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Wash.

Gentlemen:

A release of claim has been received from Union Oil Co. advising that their claim in the amount of $2,119.77 against Umatilla Ready Mix Company on our Contract No. 4854 has been released.

This contract was awarded for rock production on the Pendleton-Hilgard Section of the Old Oregon Trail Highway.

We notified your company on February 25 concerning receipt of this claim.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:em
cc: Maryland Casualty Co.
Baltimore 3
Maryland

Umatilla Ready Mix Co.
P. O. Box 222
Umatilla, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
em

LAW OFFICES
MYRON E. SMITH
617 West 7th Street
LOS ANGELES 17, CALIFORNIA
TELEPHONE
MADISON 7-44

February 27, 1958

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Re: Claim Union Oil Co. against Umatilla Ready Mix

This claim in the amount is $2,119.77 is made of two amounts as follows:

Due Union Oil Co-Pendleton, Oregon	$957.87
Due " " "-LaGrande, Oregon	1,161.90

Checks for both these accounts were mailed to the respective offices on February 21, 1958 and we so notified the Union Oil Co on that date.

We wrote them as follows:

Union Oil Co.
2901 Western Ave.
Seattle,11, Wash.

Attention: Credit Department

Today we mailed checks to Hermiston, Pendleton and LaGrande, Oregon for the balances in full at each of these places. The Balance due at Pasco, Washington will be paid as soon as we get our remittance from that job.

We are extremely sorry this has taken so long and want to thank you for your patience. A series of unfortunate circumstances caused us no end of delay and financial woe.

J. B. REDWINE CONSTRUCTION CO.
(J. B. Redwine former owner of Umatilla Ready Mix)

We trust the above explanation is satisfactory and has been verified by now.

J. B. REDWINE CONSTRUCTION CO.

J. T. McGurk, J. T. McGurk

CC-Hansen & Rowland, Portland, Oregon
State of Oregon Highway Department, Salem
Union Oil Co. Seattle, Wash.
--Myron E. Smith Los Angeles 17, Calif

NOTED
H. B. GLAISYER

RECEIVED
FEB 28 1958

LAW OFFICES
MYRON E. SMITH
520 UNION OIL BUILDING
617 WEST 7TH STREET
LOS ANGELES 17, CALIFORNIA

MYRON E. SMITH
ROBERT W. PUTNAM
RICHARD U. ROBISON

TELEPHONE
MADISON 9-3261

February 25, 1958

Oregon State Highway Commission
Department of Highways
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

J. B. REDWINE dba UMATILLA READY MIX
IN ACCOUNT WITH
UNION OIL COMPANY OF CALIFORNIA

Gentlemen:

Enclosed please find Release of Claim by Union Oil Company against Mr. J. B. Redwine dba Umatilla Ready Mix and his bonding company, the Maryland Casualty Company.

We filed the Notice of Claim with you on February 20 and we have just been advised by the Union Oil Company that payment in full has been received from Mr. Redwine.

Very truly yours,

RUR:ts
Enclosure

REFERRED TO
BY SECRETARY
Answer usual letter
send a card

RECEIVED
FEB 28 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RELEASE OF CLAIM

TO: OREGON STATE HIGHWAY COMMISSION
Department of Highways
Salem, Oregon
Attention: Mr. H. B. Glaisyer, Secretary

You are hereby notified that the undersigned, UNION OIL COMPANY OF CALIFORNIA, a corporation, releases its claim of TWO THOUSAND ONE HUNDRED NINETEEN AND 77/100 ($2,119.77) DOLLARS against the bond taken from J. B. REDWINE dba UMATILLA READY MIX, as principal, and the MARYLAND CASUALTY COMPANY, as surety, for materials and supplies furnished to J. B. REDWINE and used on that certain contract, or work, known as State Highway Contract No. 4854.

Dated: February 25, 1958.

UNION OIL COMPANY OF CALIFORNIA,
a corporation

By W. W. Workman
Assistant General Credit Manager

STATE OF CALIFORNIA)
) ss.
COUNTY OF LOS ANGELES)

W. W. WORKMAN, of lawful age, being first duly sworn, deposes and says: That he is Assistant General Credit Manager of UNION OIL COMPANY OF CALIFORNIA, a corporation, and as such Assistant General Credit Manager is duly authorized to make this RELEASE for and on behalf of the said corporation, and that the same is the act and deed of said corporation.

W. W. Workman

Subscribed and sworn to before me this 25th day of February, 1958.

Dilores Busching
Notary Public in and for said
County and State.
My Commission Expires: April 2, 1960.

RECEIVED
MAR 6 - 1958
FOR FILING

D-8321

4854

Mar. 4, 1958

Mr. Myron E. Smith
520 Union Oil Bldg.
617 West 7th St.
Los Angeles 17, Calif.

Dear Sir:

Thank you for your letter of February 25, to which was attached a release of claim by Union Oil Company, advising that their claim in the amount of $2,119.77 against Umatilla Ready Mix Company on our Contract 4854 has been released.

The surety and the contractor will be advised of the release.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rm

NOTED ON CARD

RECEIVED
FEB 25 1958
FOR FILING

February 25, 1958

Mr. Myron E. Smith
Attorney at Law
520 Union Oil Building
617 West 7th Street
Los Angeles 17, California

Dear Sir:

Attached is the carbon copy of your letter of February 20 concerning notice of claim in the amount of $2,119.77 that Union Oil Company of California has against Umatilla Ready Mix Co., for petroleum products furnished on our Contract No. 4854 for rock production on the Pendleton-Hilgard Section of the Old Oregon Trail.

The Maryland Casualty Company, through Hansen & Rowland, Inc., 609 Henry Building, Portland, furnished the performance bond for this job, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim for a period longer than six months following acceptance of the contract by the Highway Commission on December 5, 1957, it is suggested that you file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure for such filing. In the meantime theclaim will be entered in our records and we will notify the contractor and the surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
FAQ:fp

NOTED ON CARD

LAW OFFICES
MYRON E. SMITH
520 UNION OIL BUILDING
617 WEST 7TH STREET
LOS ANGELES 17, CALIFORNIA

TELEPHONE
MADISON 9-3261

MYRON E. SMITH
ROBERT W. PUTNAM
RICHARD U. ROBISON

February 20, 1958

4854

Oregon State Highway Commission
Department of Highways
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

J. B. REDWINE dba UMATILLA READY MIX
IN ACCOUNT WITH
UNION OIL COMPANY OF CALIFORNIA
$2,119.77

Gentlemen:

Enclosed please find a Notice of Claim of Union Oil Company of California against Mr. J. B. Redwine dba Umatilla Ready Mix and his bonding company, the Maryland Casualty Company.

We understand that the job in question has been completed and accepted by the Department of Highways on December 5, 1957, and that final payment was made to the contractor December 11, 1957. Please acknowledge recei of this letter and return same to us in the enclosed self-addressed, stamped envelope.

Thank you in advance for your cooperation.

copy

Very truly yours,

RUR:ts
Enclosures

REFERRED TO
BY SECRETARY
Prepare acknowledgement and mail letter. Record on card

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
FEB 25 1958
FOR FILING

February 25, 1958

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. J. P. Stapleton

Gentlemen:

A claim has been filed in this office by Myron A. Smith, Attorney at Law, 420 Union Oil Building, 617 West 7th Street, Los Angeles 17, in behalf of Union Oil Company of California against Umatilla Ready Mix Co., in the amount of $2,119.77, for petroleum products furnished on our contract No. 4854, awarded to Umatilla Ready Mix Co. for rock production on the Pendleton-Hilgard Section of the Old Oregon Trail.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Hansen & Rowland, Inc.
609 Henry Building
Portland, Oregon

Umatilla Ready Mix Co.
P. O. Box 222
Umatilla, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAO:fp

NOTED ON CARD

NOTICE OF CLAIM

TO: OREGON STATE HIGHWAY COMMISSION
Department of Highways
Salem, Oregon
Attention: Mr. H. B. Glaisyer, Secretary

SUBJECT: STATE HIGHWAY CONTRACT No. 4854

CONTRACTOR: J. B. REDWINE dba UMATILLA READY MIX
P. O. Box 208
Umatilla, Oregon

CLAIMANT: UNION OIL COMPANY OF CALIFORNIA
2901 Western Avenue
Seattle 11, Washington

AMOUNT OF CLAIM: $2,119.77

Notice is given that the UNION OIL COMPANY OF CALIFORNIA, a corporation, has a claim in the amount of TWO THOUSAND ONE HUNDRED NINETEEN AND 77/100 ($2,119.77) DOLLARS for gasoline, lubricating oil, and other petroleum products against the bond taken from J. B. Redwine dba Umatilla Ready Mix, as principal, and the Maryland Casualty Company, as surety, for the work of producing and supplying rock on the Pendleton-Hilgard section of the Old Oregon Trail in Umatilla and Union Counties under Contract No. 4854 entered into by the State Department of Highways and J. B. Redwine dba Umatilla Ready Mix, Contractor.

Statements of said account are attached.

DATED: February 20, 1958.

UNION OIL COMPANY OF CALIFORNIA,
a corporation

By W. W. Workman
Assistant General Credit Manager

STATE OF CALIFORNIA)
) ss.
COUNTY OF LOS ANGELES)

W. W. WORKMAN, of lawful age, being first duly sworn, deposes and says: That he is Assistant General Credit Manager of UNION OIL COMPANY OF CALIFORNIA, a corporation, and as such Assistant General Credit Manager is duly authorized to make this affidavit for and on behalf of the said corporation; that he has read the aforesaid Notice of Claim, and knows the contents thereof, and that the same are true of his own knowledge and contain a correct statement of the amount due from said J. B. Redwine dba Umatilla Ready Mix, Contractor.

W. W. Workman.

Subscribed and sworn to before me
this 20th day of February, 1958.

Delores Busching
Notary Public in and for said
County and State.
My Commission Expires: April 2, 1960.

STATE OF CALIFORNIA)
) ss.
COUNTY OF LOS ANGELES)

W. W. WORKMAN, of lawful age, being first duly sworn, deposes and says: That he is Assistant General Credit Manager of UNION OIL COMPANY OF CALIFORNIA, a corporation, and as such Assistant General Credit Manager is duly authorized to make this affidavit for and on behalf of the said corporation; that he has read the aforesaid Notice of Claim, and knows the contents thereof, and that the same are true of his own knowledge and contain a correct statement of the amount due from said J. B. Redwine dba Umatilla Ready Mix, Contractor.

W. W. Workman.

Subscribed and sworn to before me
this 20th day of February, 1958.

Delores Busching
Notary Public in and for said
County and State.
My Commission Expires: April 2, 1960.

STATEMENT

UNION OIL COMPANY OF CALIFORNIA

BILLINGSTATION	CUSTOMER NO.		
340	499118		
67	1	25	58
	MO.	DAY	YR.

J. B. Redwine
dba Umatilla Ready Mix
Cont. 4854
P.O. Box 208
Umatilla, Oregon

TERMS OF SALE:
30 DAYS NET FROM DATE OF SHIPMENT. MONTHLY ACCOUNTS PAYABLE ON OR BEFORE 10TH OF MONTH FOLLOWING DELIVERY. NO CASH DISCOUNT ALLOWED. OVERDUE ACCOUNTS SUBJECT TO LEGAL RATE OF INTEREST.

DATE MO.	DATE DAY	REFERENCE NO.	TYPE ENTRY	AMOUNT	BALANCE DUE
Aug	27	942 598	2	97 02	
Aug	29	942 404	2	64 68	
Aug	28	942 401	2	77 91	
Sep	06	942 416	2	82 03	
Sep	05	942 414	2	75 56	
Sep	03	942 408	2	47 63	
Sep	04	942 412	2	72 62	
Aug	30	942 405	2	87 02	
Aug	31	942 406	2	74 97	
Sep	07	942 418	2	72 91	
Sep	09	742 420	2	93 20	
Sep	13	942 428	2	118 78	
Sep	12	942 426	2	45 57	
Sep	11	942 425	2	88 20	
Sep	10	942 422	2	63 80	
					1161 90

TYPE ENTRY:
1 - CASH UNAPPLIED
2 - INVOICE
3 - EQUIPMENT PURCHASED
4 - RENT
5 - PRICE AND/OR TAX ADJUSTMENTS
6 - BARRELS
7 - RETURNS OR OTHER CREDITS
8 - MISCELLANEOUS

NOTICE—THIS STATEMENT NOT GOOD TO SUPPORT CLAIM FOR REFUND OF MOTOR VEHICLE FUEL LICENSE TAX.

FORM 150 6/57 375M

STATEMENT

UNION OIL COMPANY OF CALIFORNIA

BILLING STATION	CUSTOMER NO.		
578	499118		
67	1 (MO.)	25 (DAY)	58 (YR.)

J.B. Redwine
dba Umatilla Ready Mix
Cont. 4854
P.O. Box 208
Umatilla, Oregon

TERMS OF SALE:
30 DAYS NET FROM DATE OF SHIPMENT. MONTHLY ACCOUNTS PAYABLE ON OR BEFORE 10TH OF MONTH FOLLOWING DELIVERY. NO CASH DISCOUNT ALLOWED. OVERDUE ACCOUNTS SUBJECT TO LEGAL RATE OF INTEREST.

DATE MO.	DATE DAY	REFERENCE NO.	TYPE ENTRY	AMOUNT	BALANCE DUE
Sep	06	954 434	2	199 30	
Sep	04	953 431	2	230 70	
Sep	09	953 443	2	191 49	
Sep	13	953 602	2	309 87	
Sep	14	953 351	2	26 51	
					957 87

TYPE ENTRY:
1 - CASH UNAPPLIED
2 - INVOICE
3 - EQUIPMENT PURCHASED
4 - RENT
5 - PRICE AND/OR TAX ADJUSTMENTS
6 - BARRELS
7 - RETURNS OR OTHER CREDITS
8 - MISCELLANEOUS

NOTICE—THIS STATEMENT NOT GOOD TO SUPPORT CLAIM FOR REFUND OF MOTOR VEHICLE FUEL LICENSE TAX.

FORM 150 6/57 375M

RECEIVED
DEC 4 1957

W. C. Williams

W. C. WILLIAMS

December 3, 1957

FINAL COST ANALYSIS

Pendleton-Hilgard Section
Contract No. 4854

Rock Production
Umatilla Ready Mix Company
C. D. Cannon, Resident Engineer

The Old Oregon Trail Highway
Prefix No. 30-8321

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1/4"-#10 Crushed Material in Stockpile	14,107.56	Cu. Yds.	$3.33	$3.82	$53,890.23	$46,978.17
Stockpile Haul Adjustment, Favor of Contractor	6,399.94	Yd. Mile	.12			767.99
Stockpile #10-0 Screen Rejects in Stockpile	1,000	Cu. Yds.	.25			250.00
					$53,890.23	$47,996.16

Total Cost	$53,890.23
Total Revenue	47,996.16
Net Loss	$ 5,894.07

Net Loss Equals 12.3% of Total Revenue

In conjunction with this project, 13,156 cubic yards of crushed base materials and aggregates were produced for Rogers Construction Company and used on the temporary detours on the Meacham-Glover Section, Contract No. 4969.

Umatilla Ready Mix	Total Cost of Production	$22,691.58
Revenue from Rogers		20,927.00
Net Loss to Producer		$ 1,764.58

CRUSHING BREAKDOWN

Quarry at M.P. 261.5, The Old Oregon Trail Highway

	Quantity	Unit	Cost	Unit Cost
Drill and Shoot	14,107.56	Cu. Yds.	$ 3,494.37	$0.248
Feed Crusher	14,107.56	Cu. Yds.	10,481.23	0.743
Crushing	14,107.56	Cu. Yds.	15,256.16	1.081
Haul to Stockpile	14,107.56	Cu. Yds.	23,201.55	1.644
Stockpile Materials	14,107.56	Cu. Yds.	1,456.92	.103
			$53,890.23	$3.819

The crushing plant operated 208 hours for an average production of 67.82 cubic yards per working hour.

DETAIL OF COST

Labor:		
Labor and Supervision	$15,644.97	
Labor Insurance	1,413.92	
Health and Welfare	490.56	
		$17,549.45
Equipment Rental and Misc. Supplies:		
Equipment Rental, Owned	$10,602.15	
Equipment Rental, Hired	18,280.19	
Gas, Oil, and Grease	3,862.84	
Powder	886.20	
Drill Steel	330.32	
Bond	263.63	
Move In and Set Up	295.33	
Small Tools and Misc. Supplies	703.69	
Home Office and General Overhead	1,116.43	
		$36,340.78
T O T A L C O S T		$53,890.23

Remarks:

This was a "State Project" consisting of the furnishing of 14,107.56 cubic yards of crushed material in stockpiles for later use by the state in connection with maintenance operations on The Pendleton-Hilgard Section of the Old Oregon Trail Highway in Umatilla and Union Counties.

This project was bid and awarded January 22, 1957. Work was started June 17th and the project completed September 14, 1957.

The contractor moved his drilling equipment into the quarry at M.P. 261.5 on Monday, June 17, 1957. Drilling started the following day with three drillers, wagon drill and R-2103 Ingersoll-Rand air compressor. Drilling operations continued for five weeks and shot set off July 22nd. Quarry broke up nicely.

The crushing equipment was moved in during the week of July26th and completely assembled by July 30th. The contractor started crushing material for Rogers Construction, Inc. on July 31st. 13,126 cubic yards of crushed materials were produced for Contract No. 4969,

Crushing for this contract was started Tuesday, July 20th using two 8-hour shifts. The contractor placed a truck scale on the crushing site for the purpose of weighing the materials to comply with Price Agreement No. 1. Stockpile quantities were completed on September 14, 1957 with three workdays left of the allowable 80 workdays.

The contractor encountered some difficulty with drilling of the quarry. Most down-time was due to the clogging of the rolls by chunky clay deposits from the quarry.

The loss to the contractor was due to the cost of haul, which was $0.19 per yard mile and to the down-time due to wet clay chunks getting into the crusher and causing stoppages.

M. N. Juve
Chief Cost Analyst

By

Gordon K. Hanson

RECEIVED
NOV 19 1957
FOR FILING

50-4321
4854

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 15, 1957

SUBJECT: Pendleton-Hilgard R.P.
Old Oregon Trail Highway
Contract No. 4854

To:

Mr. D. B. Parkes
Contract Payments Engineer
Salem

We are still holding up the submission of the Third Notification, Contract No. 4854, Pendleton-Hilgard Rock Production Project, for the reason that the contractor still has part of his equipment on the State quarry property.

C. D. Cannon
Resident Engineer

CDC:jz
cc - Umatilla Ready Mix Co.
Att: Mr. J. B. Redwine

cc - E. F. Schertenleib

CONSTRUCTION DIVISION
RECEIVED
NOV 18 1957
NOTED-- CE ACE ACE COE

RECEIVED
DEC 16 1957
FOR FILING

Filed

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 30, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
30-8321			
4654	3 Final	Umatilla Ready Mix Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24832	H195500	$ 1,439.88	10-30-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeneske
ACCOUNTING DIVISION

Specified completion Date: 80 workdays from 3-1-57

Time Extensions: None

Completion Date: Sept. 14, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-11-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 11 1957

NOTED ON CARD

RECEIVED
OCT 1957
FOR FILING

Oct. 17, 1957

CERTIFIED MAIL

Maryland Casualty Co.
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4854 for rock production on the Pendleton-Hilgard Section of the Old Oregon Trail Highway in Umatilla and Union Counties was completed by the contractor, Umatilla Ready Mix Company, on September 14, 1957, but has not as yet been accepted by the Commission.

Final payment in the amount of $1,439.88 will be released to the contractor after acceptance by the Commission. The total contract amount is $47,996.16, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Maryland Casualty Co.
Baltimore 3
Maryland

NOTED ON CARD

RECEIVED
OCT 8 1957
FOR FILING

October 7, 1957

CERTIFIED MAIL

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Umatilla Ready Mix Company in connection with Contract No. 4854, for rock production on the Pendleton-Hilgard Section of the Old Oregon Trail Highway in Umatilla and Union County. This payment, in the amount of $18,666.20, will be released to the contractor on or after October 17, 1957. The retained percentage is $1,439.88.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm
cc: Maryland Casualty Co.
Baltimore 3
Maryland

NOTED ON CARD

Form E-1—1086—7-57

OREGON STATE HIGHWAY DEPARTMENT

27

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 20, 19 57

Section Pendleton-Hilgard

Highway Old Oregon Trail County Umatilla-Union

Contractor Umatilla Ready Mix Company

Date of contract January 22, 19 57

Date work started June 17, 19 57

Project authorization $56,123.75

Exclusive of engineering $52,197.75

Kind of work Rock Production

Section prefix 30-8321

Contract number 4854

Specified work days 80

Work days used 77

Per cent of time elapsed 96 %

Estimated cost of completed project, exclusive of engineering $46,700.00

Estimated per cent underrun . . . . . 6 %

Per cent of contract completed, based on total contract price . . . . . 94 %

Engineering authorization $3,996.00

Engineering cost to date $2,420, 61 %

Date project was completed September 14, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the crushing and the placing of materials in sheds and stockpiles on September 14, 1957. He is now in the process of moving crushing equipment.

Engineering crew on remeasure of material in sheds and stockpiles. Working on Semi-final in office.

FINAL REPORT

Signed [signature]

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			15,000		
Total quantities corrected to date			14,100		
Estimated quantities moved or placed to date			14,100		
Average daily quantities			—		
Average daily quantities necessary to complete project on time			—		
Number shifts per day			—		
Hours per shift			—		
Average force on project for week			—		
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
APR 2 - 1957
FOR FILING
3-5-22
154

April 2, 1957

Umatilla Ready Mix Co.
P. O. Box 222
Umatilla, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4854, which was awarded to you on January 22, 1957 by the State Highway Commission, for rock production on the Pendleton-Hilgard Section of the Old Oregon Trail Highway in Umatilla and Union Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

cen

Encl.

RECEIVED
JAN 1 1957
FOR PUMO

FORM E-20X—60M—11-55—60626

30-1.3-1

4854

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 18, 1957

SUBJECT: Pendleton-Hilgard Rock Production
Old Oregon Trail Highway
Contract No. 4854

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Mr. J. B. Redwine, of the Umatilla Ready Mix Company was in the office this date regarding the method of operation to be used in the production of the sanding material on the subject named project. Mr. Redwine was somewhat skeptical of getting full measure by stock pile methods in the sand sheds and requested a modification of determination of quantity and payment for same as follows:

The Umatilla Ready Mix Company will set up platform scales at the plant. The weight of a cubic yard of this material will be determined frequently by use of known volume truck against weight. All of the material going into the stock pile will then be weighed and reduced to yardage with the added factor introduced to reduce truck measure to stock pile measure based on the assumption provided in Section 2.13.17 that 1.05 cubic yards truck measure is equivalent to 1.00 cubic yards pile measure. It was also determined that the State would purchase a considerable quantity of 1/8"-0 reject material by stock pile measure. This will, of course, necessitate the use of a checker on the job.

Will you please arrange to have the foregoing carried out.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
MAR 18 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 25 1957
FOR FILING

30-S321

4854

January 24, 1957

Umatilla Ready Mix Company
Box 222
Umatilla, Oregon

Gentlemen:

The State Highway Commission on January 22, 1957 awarded to you State Highway Contract No. 4854 for rock production on the Pendleton-Milgard Section of the Old Oregon Trail Highway southeast from Pendleton in Umatilla and Union Counties.

This award was based on your bid of $49,950.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

4-3712 Fort Stevens Park Overnight Camp Expansion Proj. (Const. camp area and roadways) 1957

#4855

RECEIVED
1957

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 30, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4855	6-Final	Parker & Fuhrman	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1947	H-187332	$ 452.70	7/30/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: 43 workdays from 3-1-57

Time Extensions: None

Completion Date: June 12, 1957

Date Accepted: June 27, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: July 31, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 31 1957

RECEIVED
JUL 22 1957
FOR FILING

3112

July 19, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

State Highway Contract No. 4855 for work performed on the Fort Stevens State Park Overnight Camp Expansion in Clatsop County was completed by the contractor, Parker & Fuhrman, on June 12, 1957 and was formally accepted by the Commission on June 27, 1957.

Final payment in the amount of $451.70 will be released to the contractor on or after July 29, 1957. The total contract amount is $14,255.60, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Amerata & Schrum
520 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUL 1 1957
FOR FILING

4-3712

4185

July 1, 1957

CERTIFIED MAIL

Glens Falls Insurance
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Parker & Fulsaas in connection with Contract No. 4855, for Fort Stevens State Park Overnight Camp Expansion in Clatsop County. This payment, in the amount of $1,451.40, will be released to the contractor on or after July 11, 1957. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Ansorge & Schram
520 Wood Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 21, 1957

Section Fort Stevens State Park

Highway ..... County Clatsop

Contractor Parker and Fuurman

Date of contract January 23, 1957

Date work started February 10, 1957

Project authorization . . . . . $ 17,736.50

Exclusive of engineering . . . . $ 14,617.46

Kind of work Overnight Camp Expansion

Section prefix 4-3712

Contract number 4855

Specified work days 43

Work days used 16

Per cent of time elapsed 37 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 15,553.90

Estimated per cent overrun or underrun . . . . . 8 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 1,119.04

Engineering cost to date $ 1,425.00, 127 %

Date project was completed June 12, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-Final Estimate was handed to Mr. J.D. Walker, Division Engineer, on Wednesday.

Final Report

CONSTRUCTION DIVISION
RECEIVED
JUN 24 1957

NOTED CE ACE ACE COE

Noted
M. N. Iuve

Signed E. W. Hall Res. Engr.

Address P.O. Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	2,800 c.y.	1,390 c.y.		110 c.y.	
Total quantities corrected to date	4,923 c.y.	1,448 c.y.		108 c.y.	
Estimated quantities moved or placed to date	4,923 c.y.	1,448 c.y.		108 c.y.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Overcast		
Wednesday	Cloudy		
Thursday	Showers		
Friday	Showers		
Saturday			

RECEIVED
FEB 11 1957
FOR FILING

11-3112
4855

February 13, 1957

Parker & Fuhrman
11524 S. E. Foster Road
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4855, which was awarded to you by the State Highway Commission on January 23, covering the Fort Stevens State Park Overnight Camp Expansion in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 25 1957
FOR FILING

4.512

4855

January 24, 1957

Parker & Fuhrman
11524 S. E. Foster Road
Portland, Oregon

Gentlemen:

The State Highway Commission on January 23, 1957, awarded to you State Highway Contract No. 4855 for construction of camp area and roadways in Fort Stevens Park Overnight Camp Expansion Project, about 3 miles northwest of Warrenton, in Clatsop County.

This award was based on your bid of $11,988.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ESM

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC
C. H. Armstrong

4-3313 Fort Stevens Park Camp Facili- 1957
ties Expansion Proj. (Const.
#4856 latrine and utility building)

4-3313

4857

December 9, 1958

...eering District

Gentlemen:

This will acknowledge your telegram of December 8 regarding R. I. Randolph Construction Company.

Our records indicate that the R. I. Randolph Construction Company performed three contracts for this department - No. 4871, grading and paving in Marion County; No. 4850, camp facilities expansion in Lincoln County; and No. 4856, camp facilities expansion in Clatsop County. Our construction and bridge ...engineers have informed us that these contracts were performed and completed in a satisfactory manner.

We have contacted the Accident Prevention Division of the State Industrial Accident Commission regarding the safety record of the contractor and they have reported to us that their record is very good.

We trust the above will give you the necessary information for your records.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA193

PR WWA096 GOVT NL PD=WUX WALLA WALLA WASH 8= DEC 8 PM 7 18

STATE OF OREGON DEPT. OF HIGHWAYS=

SALEM ORG=

FROM NPWSP-2 6790. R.I. RANDOLPH CONSTRUCTION COMPANY, SALEM , OREGON LOW BIDDER FOR $270,000, ACCESS ROAD, PARKING AREAS AND LIGHTING , MT. HOME AFB, IDAHO FOR THIS OFFICE. REQUEST STATEMENT BE GIVEN AS TO CONTRACT PERFORMANCE INCLUDING SAFETY RECORD FOR CONTRACTS BY THIS FIRM UNDER YOUR JURISDICTION=

SYMBOL DIST ENGR US ARMY ENGR DIST WALLA WALLA=

=NPWSP-2 6790 $270,000=.. Very Good

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
SEP 25 1958
FOR FILING

4856

September 24, 1958

Mr. Jay H. Stockman
Attorney and Counselor
415 Spexarth Building
Astoria, Oregon

Dear Sir:

This is in reply to your letter of August 27 concerning claims of Mr. Leppla for work done at the Fort Stevens State Park. I have had this matter thoroughly investigated by our Construction Division forces and report to you as follows:

The expense claim under statement A covered repairs to leaks in the main water line and in the copper line which apparently were due to a faulty thermostat installation. I have no knowledge as to who was at fault so far as the thermostat is concerned, but under our contract with the Randolph Construction Company we require a workable first-class installation. It would appear that this is a matter which should be adjusted between Mr. Leppla and the prime contractor.

Under statement B my advice is that the 3" x 6" galvanized nipples were used by Mr. Leppla in lieu of the 3-inch pipe furnished by the prime contractor. Either installation was satisfactory to us and, again, it would seem to be something to be settled between Mr. Leppla and the prime contractor.

Statement C covers vents and drains and it does not seem that anything was required that was not contemplated under the contract. These were described in the notes on Drawing No. 3 and were also covered in the Special Provisions on page 9 under the sewer system, which in the last sentence of the first paragraph states, "The complete sewer installation shall be installed in compliance with the State plumbing code." It is assumed that any plumbing contractor is familiar with the State plumbing code. All items in statement C cover the foundations and setup of the gas tanks. This is also a State code requirement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

GSP:gm

FORM E-90 20M 9-51 82818

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 24, 1958

SUBJECT: Fort Stevens State Park Facilities
Job No. 8209-A, Contract No. 4856

To: Mr. G. S. Paxson
Assistant State Highway Engineer
D E P A R T M E N T

In reference to the attached letter of Jay H. Stockman submitting claims of the Leppla & Son Plumbing Contractors these claims have been investigated by me. These claims are all obligations of prime contractor, Randolph Construction Company and any claims that he may have are recoverable from this company rather than the State Highway Commission.

(1) For instance on statement A the repairs to the leak in the main line and the repairs to the leaks in the copper line were due to a faulty thermostat installation. This installation was originally installed by Leppla as a subcontractor for the Randolph Construction Company and therefore, no doubt is the reason that Randolph Construction Company has not honored his claim.

(2) In statement B the 18-3"x6" galvanized nipples were used by Leppla in lieu of the 3" pipe furnished by Randolph Construction Company and therefore, this is a matter between Mr. Leppla and Mr. Randolph to settle.

(3) In statement C the so called additional vents and drains were not additional but were described on Drawing No. 3 in the notes and were also covered in the Special Provisions on Page No. 9 under sewerage system in the last sentance of the first paragraph, "The complete sewer installation shall be installed in compliance with the State Plumbing Code." Also on Sheet No. 2 the sewer system is shown on the plans. Any plumbing contractor looking over the plans would know that the sewer lines require vents. As to the other item on Statement C, to make foundation and set up gas tanks, this is also a State Code requirement and as such is a contract obligation of Randolph Construction Company for whom Leppla & Son were doing the subcontract work. Therefore, it is clearly set forth in Mr. Randolph's contract and any reimbursement that Leppla & Son feel that they have coming will have to be settled between them and Randolph Construction Company.

The date of the final voucher the R. I. Randolph Construction Company on Contract No. 4856 was August 22, 1957.

E. G. Ricketts
Assistant Bridge Engineer

EGR/kcm

NOTED

JAY H. STOCKMAN
ATTORNEY AND COUNSELOR
418 SPEARTH BUILDING
FAIRFAX 8-2202
ASTORIA OREGON

August 27, 1958

Job No 8207-A
Couth #4856

State Highway Department
Salem, Oregon

Attention: Ivar D. Merchant

Gentlemen:

You will please find a statement marked A in red by me and designated as repair job; this covers the extra done separate from [illegible] A
[illegible] by previous letter.

Please also find statement marked B and for 3x6 nipples. The Randolph Construction Company first asked for these to replace pipes B
set for the same purpose, one set of which they no doubt returned to Salem as they were not used on the job or returned to us.

Statement C shows the additional expense by requirement for extra C
vents as explained in my previous letter to you.

In reply to your question as to who of the Highway Department ordered the work all I can say is that Mr. Lepple was at that time in the hospital and he received a report from Fort Stevens Park that their hot water system was out of commission and he sent a man out who went to work immediately to make the necessary repairs and due to the fact that Mr. Lepple was not on the job, the situation was not reported as it otherwise would have been done.

Mr. Wyatt has turned this matter over to me and all future communications may be sent direct to me.

Yours very truly,

Jay H. Stockman

Enclosures

R. H. LEPPLA

RES. PHONE 1676-R

LEPPLA AND SON

PLUMBING & SHEET METAL WORKS

PLUMBING - HEATING - TINNING

575 NINTH STREET

ASTORIA, OREGON

R. A. LEPPLA

TELEPHONE 28

A

July 31, 1957

INVOICE NO.

SOLD TO Randolph Construction Co
7815 Welty Avenue
Salem, Oregon

Job # 8209A
Cont # 4856
TERMS: Net Cash. No Discount.

Repair Job Pt. Stevens State Park

Repair leak in Main line in plastic pipe

6'	2 1/2	Galv pipe		8.30
1	2 1/2	Coupling		2.72
1	2 1/2 x 4	Nipple		1.67
	6 hrs ea.	2 men	@ $5.00 per hr	60.00
				72.69

Repair leaks in copper line under building

1	1 1/4 x 1	Sw. Tee		1.47
2	1 1/4	Sw. couplings		1.02
	27½ hrs ea.	2 men	@ $5.00	275.00
				277.49

Regarding above charge for repairing leaks on main line and under building, both these leaks were caused by back pressure caused by defective control on gas water heater. making it necessary to excavate and repair plastic pipe and pipes under building.
Shoring was necessary under building to protect men working.

W. H. LEPPLA

RES. PHONE 1676-R

LEPPLA AND SON

PLUMBING & SHEET METAL WORKS
PLUMBING - HEATING - TINNING
535 NINTH STREET
ASTORIA, OREGON

R. A. LEPPLA

TELEPHONE 28

August 14, 1957

B

INVOICE NO.

Job No 8209A

SOLD TO Randolph Construction Co
7815 Welty Avenue
Salem, Oregon

TERMS: Net Cash. No Discount.

	Ft. Stevens State Park		
18	3" x 6"	Galv Nipples	46.80
	These were used instead of 3" pipe which you took from shop.		

R. H. LEPPLA

RES. PHONE 1676-R

LEPPLA AND SON

PLUMBING & SHEET METAL WORKS
PLUMBING - HEATING - TINNING
535 NINTH STREET
ASTORIA, OREGON

R. A. LEPPLA

TELEPHONE 28

June 14, 1957

INVOICE NO.

SOLD TO Randolph Construction Co
7815 Welty Avenue
Salem, Oregon

Job No 8209 A

TERMS: Net Cash. No Discount.

Ft. Stevens State Park	
Additional vents & drains on main waste line	125.00
These vents & drains were not shown on plans since plans were drawn by State Highway Engineer we assumed they were not necessary. However State Plumbing Inspectorinsisted they be installed.	
Make foundation & set up gas tank & Locate drains covered by grading 6½ hrs @ $5.00	32.50
Regarding gas connection We complied with State law with regarding to gas hookup on heater and tank. We therefore did not figure actual hookup with gas. Gas Co. does this work and charges for it.	

RECEIVED
JUL 16 1958
FOR FILING

4-3312

4856

July 15, 1958

Mr. Jay H. Stockman
Attorney and Counselor
415 Spexarth Building
Astoria, Oregon

Dear Mr. Stockman:

Just received is your letter of July 14, 1958 regarding the claim of Mr. R. L. Leppla against R. I. Randolph Construction Company for work performed in connection with State Highway Contract No. 4856, awarded to the Randolph Construction Company for construction of camp facilities at Fort Stevens State Park.

I am not acquainted with the details of this claim, so I am referring your letter to the State Highway Engineer, Mr. W. C. Williams, who I am sure will have the matter investigated and advise you of the results thereof.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: W. C. Williams

Mr. Williams

I attach a photo copy of Mr. Stockman's letter, also a photo copy of the claim as originally filed and a copy of my reply for your information. You will note in my reply that I suggested that they might want to protect their claim by filing notice thereof with the Secretary of State; however, that has not been done -- anyway we have no record in this office of such filing.

HBG

JAY H. STOCKMAN
ATTORNEY AND COUNSELOR
416 SPEXARTH BUILDING
FAIRFAX 6-2252
ASTORIA, OREGON

July 14, 1958

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer

Gentlemen:

Since your letter of September 10th to Mr. Wyatt concerning the R. L. Leppla claim against R. I. Randolph Construction Co., Mr Wyatt has requested that I attend to this matter.

According to Mr. Leppla this whole cost is the result of additional laterals required by the inspector but not shown in the specifications for the job, this consequently constitutes work not contemplated by the subcontractor, Leppla. Apparently the Randolph company is taking the position that as this was necessary work as ultimately expected by the inspector, the subcontractor must pay for it.

It is my belief that the Highway Commission is fair about these matters and if work was done which was not asked for in the bids, the Highway Commission would see that it was paid for and I would appreciate your observations.

In addition to the expense above referred to, Mr. Leppla made repairs which were not his fault; he was in the hospital with heart trouble and his workmen reported that the park needed repairs because the plastic pipe had "blown out". My information is that a defective thermostat failed to shut off and caused the hot water to back up into the plastic pipe and cause the "blow out". There was a pressure valve on the line but according to code this was set at 125 lbs., this means that with a water pressure of 70 lbs. the water pushed back along the line and heats the pipe and breaks it. A new pressure valve was secured to replace the defective unit. According to my information these units are factory tested and are relied on accordingly to factory testing. However, if any testing was to be done it should have been done by the Seaside Butane agents who installed the valve. This is not a bill that the Commission should pay but it is service that Leppla rendered to the Park Department and in an emergency and at their request and for which we should be compensated. Basically our bill is with the Highway Department and we believe your records will show that you are accountable to us for this obligation and with your records, can expeditiously effect a settlement of this responsibility for the defective installation

Yours very truly,

Jay H. Stockman

Jay H. Stockman

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
MAR 17 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

March 12, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4 221			
4554			
~~1856~~ (VOUCHER NO.)	6 Post Final (WARRANT NO.)	R. I. Randolph Construction Co. (AMOUNT)	(DATE)
5013	H 205627	$ 71.00	3/12/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G R. Winchcomb
ACCOUNTING DIVISION

Specified completion date: 60 workdays

Time Extensions: None

Completion Date: July 19, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: Claim by R. H. Leppla, subcontractor, in amt. of $406.98.

Remarks:

Date: Mar. 12, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 1 3 1958

GRW.

NOTED ON CARD

RECEIVED
SEP 13 1957
FOR FILING

4-3513.

4-6

filed
Gotron Tank

UR-6

September 10, 1957

Massachusetts Bonding & Insurance Co.
415 Builders Exchange Building
320 S. W. Stark Street
Portland 4, Oregon

Attention: Mr. Gordon T. Wood
Special Agent

Gentlemen:

A letter has been received from Newblad, Wyatt & MacDonald, 1129 Commercial Street, Astoria, in behalf of their client, R. H. Leppla, a subcontractor on our Contract No. 4856, awarded to R. I. Randolph Construction Co. for camp facilities expansion at Fort Stevens State Park in Clatsop County. The letter states that Mr. Leppla has a claim in the amount of $406.98 for subcontracting services.

This information is furnished you as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Abrams, Skinner & Co.
411 Masonic Building
Salem, Oregon

R. I. Randolph Construction Co.
3815 Wolty Avenue
Salem, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fr

NOTED ON CARD

RECEIVED
SEP 13 1957
FOR FILING
4436

September 10, 1957

Norblad, Wyatt & MacDonald
Attorneys at Law
1129 Commercial Street
Astoria, Oregon

Attention: Mr. Wendell Wyatt

Gentlemen:

We have your letter of September 6 concerning a claim of your client, R. H. Leppla, against R. I. Randolph Construction Co., in the amount of $406.98 for subcontracting services furnished on our Contract No. 4856 awarded to R. I. Randolph Construction Co. for camp facilities at Fort Stevens State Park. The contract was completed July 19, 1957 and accepted by the Highway Commission on August 8, 1957.

The Massachusetts Bonding & Insurance Co., through Abrams, Skinner & Co., 411 Masonic Building, Salem, furnished the performance bond for this contract. The bond is given to assure completion of the contract and payment of all bills incurred in it.

Final payment has not yet been made on this job but if you feel that it may be necessary to protect your client's claim for a period longer than six months following completion of the contract and acceptance by the Highway Commission, you might wish to file the claim with the Secretary of State. Although you, no doubt, are familiar with the law in this regard, we have attached for your handy reference excerpts pertaining to the filing procedure with the Secretary of State. In the meantime, the claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

FAQ:fp

NOTED ON CARD

NORBLAD, WYATT & MACDONALD
ATTORNEYS AT LAW
1129 COMMERCIAL STREET
ASTORIA, OREGON

A.W NORBLAD
WALTER NORBLAD
WENDELL WYATT
ROBERT MACDONALD

September 6, 1957

Oregon State Highway Commission
Salem,
Oregon

4856

Gentlemen:

We represent R. H. Leppla subcontractor of R. I. Randolph Construction Co., Salem, Oregon who had a contract with you for certain construction work at Fort Stevens State Park last spring.

Mr. Leppla has $406.98 due and owing to him which the Randolph Construction Company refuses to acknowledge and in order to bring this matter to a head we are inquiring whether or not Randolph put up a bond at the time this job was bid and if so, who the bondsmen is so we may contact them with our claim.

Very truly yours,

NORBLAD, WYATT & MACDONALD

By Wendell Wyatt

WW:pb

REFERRED TO
BY SECRETARY

RECEIVED
SEP 9 1957
STATE HIGHWAY COMMISSION

STATE HIGHWAY BOARD

file

OREGON STATE HIGHWAY DEPARTMENT

(date)

~~September 10, 1957~~

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4856	5 Final	R. I. Randolph Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20564	H191166	$1,359.40	Sept. 10, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapuenke
ACCOUNTING DIVISION

Specified completion Date: 60 workdays

Time Extensions: None

Completion Date: July 19, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 11, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

SEP 11 1957

NOTED ON CARD

files

OREGON STATE HIGHWAY DEPARTMENT
(date)

~~September 10, 1957~~

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4856	5 Final	R. I. Randolph Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
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ACCOUNTING DIVISION

Specified completion Date: 60 workdays

Time Extensions: None

Completion Date: July 19, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 11, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

SEP 11 1957

NOTED ON CARD

RECEIVED
AUG 29 1957
FOR FILING

August 28, 1957

CERTIFIED MAIL

Massachusetts Bonding & Insurance Co.
415 Builders Exchange Bldg.
320 S. W. Stark Street
Portland 4, Oregon

Attention: Mr. Gordon T. Wood
Special Agent

Gentlemen:

State highway contract No. 4856 for Camp Facilities Expansion in Fort Stevens Park in Clatsop County was completed b the contractor, R. I. Randolph Construction Co., on July 19, 1957 and was formally accepted by the Highway Commission on August 8, 1957.

Final payment in the amount of $1,359.40 will be released to the contractor on or after September 7, 1957. The total contract amount is $33,233.05, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD
8-28-57

RECEIVED
JUL 30 1957
FOR FILING

July 30, 1957

CERTIFIED MAIL

Massachusetts Bonding & Insurance Co.
415 Builders Exchange Bldg.
320 S. W. Stark St.
Portland 4, Oregon

Attn.: Mr. Gordon T. Wood
Special Agent

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to R. I. Randolph Construction Company in connection with Contract No. 4856, for Fort Stevens Park Camp Facilities Expansion, Clatsop County. This payment, in the amount of $6,635.27, will be released to the contractor on or after August 9, 1957. The retained percentage is $985.78.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
FEB 14 1957
FOR FILING

February 13, 1957

R. I. Randolph Construction Co.
3815 Welty Avenue
Salem, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4850, covering the Big Creek Park Camp Facilities Expansion in Lincoln County.

Contract No. 4856, covering the Fort Stevens Park Camp Facilities Expansion in Clatsop County.

Copies of the above contracts are also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JAN 25 1957
FOR FILING

1213

4856

January 24, 1957

Mr. Robert I. Rendolph
3815 Welty Avenue
Salem, Oregon

Dear Sir:

The State Highway Commission on January 23, 1957, awarded to you State Highway Contract No. 4856, for construction of one standard latrine and one utility building in Fort Stevens Park Camp Facilities Expansion Project, about 3 miles northwest of Warrenton, in Clatsop County.

This award was based on your bid of $33,198.46, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

esm

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson
C. H. Armstrong

I-138(7) Louse Cr.-Grants Pass Sec. 1957
of the Pacific Hwy.

#4857

FORM S-103-X 57.52 60-[illegible]

RECEIVED
APR 1959
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
ROBERT B. CHESSMAN, MEMBER, ASTORIA
KENNETH N. FRIDLEY, MEMBER, WASCO
FLOYD OLSEN, SECRETARY, SALEM

4957

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 20, 1959

Mr. William F. Johnson
Attorney at Law
220 Southeast H Street
Grants Pass, Oregon

Re: File No. 26119 - Patterson
File No. 23330 - Coleman
Louse Creek-Grants Pass
Section
Pacific Highway
Josephine County

Dear Mr. Johnson:

Your letter of April 17 addressed to Mr. Forrest Cooper has been referred to this office for reply.

Our records would indicate that no acquisition of property was made from Mr. and Mrs. Roy Coleman in purchasing right of way for the 7th Street Extension. The acquisition in the area set forth in your letter was made from Mr. and Mrs. Garth L. Patterson, who retained in their ownership a narrow tract of land along the westerly side of the 7th Street Extension. To serve this land, they reserved two road approaches, unrestricted as to use and located at Stations 1220+25 and 1222+50.

Since your letter states that Mr. Coleman owns the property abutting on the west side of the 7th Street Extension, we must assume that he has subsequently purchased this small tract from Mr. Patterson. In that event, both approaches reserved to serve that remaining tract would have passed to the ownership of Mr. Coleman.

If such is the case, we would be able to prepare for execution by the Highway Commission an indenture of access to change the locations of these points of access to Stations 1220+13 and 1221+18 with widths of 35 feet. This proposed change would need to meet the approval of our local District Maintenance Superintendent and the Division Engineer.

[illegible]
[illegible] COOPER

The proper procedure for instituting the change would be to get in touch with Mr. Richard F. Lytle, District Maintenance Superintendent at Grants Pass. Mr. Lytle should be furnished with a photostatic copy of the deed record wherein Mr. and Mrs. Coleman obtained the tract abutting the westerly right of way of 7th Street. He will then prepare and forward for approval the necessary application.

We hope that the procedures outlined in this letter will serve your need. Please feel free to call upon us for any additional consideration.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

bcc Mr. Forrest Cooper ✓
Mr. L. A. Holt
Mr. Richard F. Lytle
Mr. F. D. Morgan

RECEIVED
APR 22 1959
OFFICE OF
STATE HIGHWAY ENGINEER

The proper procedure for instituting the change would be to get in touch with Mr. Richard F. Lytle, District Maintenance Superintendent at Grants Pass. Mr. Lytle should be furnished with a photostatic copy of the deed record wherein Mr. and Mrs. Coleman obtained the tract abutting the westerly right of way of 7th Street. He will then prepare and forward for approval the necessary application.

We hope that the procedures outlined in this letter will serve your need. Please feel free to call upon us for any additional consideration.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:ag

bcc Mr. Forrest Cooper
Mr. L. A. Holt
Mr. Richard F. Lytle
Mr. F. D. Morgan

RECEIVED
APR 20 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 - 1958
FOR FILING

Monthly transaction number	Form R-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
6-137		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Josephine
(137)(7)		Project number: I-5-2(8)59 (I-138(7)-old

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 25, 1957, is hereby modified as follows:

Revised estimated total cost of project $ 507,707.00

Revised Federal funds $ 462,866.00

Other revisions **The project number has been revised to conform to the new Interstate numbering system. Previous project number was I-138(7).**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 27 day of June, 1958.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

Chairman, State Highway Commission
(Title)

By Mark M. Lacy

Member, State Highway Commission
(Title)

By K. N. Dudley

Member, State Highway Commission
(Title)

Attest: H. B. Lamm R, Secretary

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By / C. G. Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

USComm-DC 11170

6 6

June 25, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Louse Creek-Grants Pass Section, Project No. I-5-2(8)59, [I-138(7)].

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:bb

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Louse Creek - Grants Pass [illegible]
Pacific Highway
Josephine County

NATURE OF WORK:

Grade and Pave

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4857 4857 Central Paving Co. 1-23-57

DATE OF COMPLETION:

Completed: 10-31-57 Accepted: 2-27-58 · Final payment mailed 3-17-58

REMARKS: Mod[illegible] original project agreement
To increase amount of Federal Funds.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35.5

June 16, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of proposed modification of Federal-aid project agreement for the following project:

I-5-2(8)59 (old I-138(7)) Louse Creek-Grants Pass Sec.

If the project agreements are satisfactory, they should be signed by the Commission and returned to this office.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Encls.

To Comm 6/16/58

RECEIVED
JUN 13 1958
OFFICE OF
STATE HIGHWAY ENGINEER

08-35.5

June 16, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of proposed modification of Federal-aid project agreement for the following project:

I-5-2(8)59 (old I-138(7)) Louse Creek-Grants Pass Sec.

If the project agreements are satisfactory, they should be signed by the Commission and returned to this office.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Encls.

Form PR 2 (Revised 1950)

State Oregon

Project No. I-136(7)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of April, 19 57,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 23rd day of August, 19 56, a program, which was approved on the 14th day of September, 19 56, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 31st day of December, 19 56, and the sum of four hundred sixty thousand and 00/100

dollars ($ 460,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11879-6

A4.62

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made avail... in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917, Chapter 31, Laws 1920; Chapter 529, Laws 1939 (Include date and citation of act of legislature by which authorized)

(b) From other sources _____

_____ (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 1061+50 and 1196+50, north of Grants Pass,

_____, length 2.563 miles, in Josephine County,

being Oregon project No. I-138(7), consisting of 2.563 miles of roadway and no bridges, ~~and~~ of more than 20 feet clear span, ~~a total length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of four hundred sixty thousand and 00/100 dollars ($ 460,000.00), which does not exceed the authorized Federal pro rata share of four hundred ninety eight thousand, two hundred eighteen and 16/100 dollars ($ 498,218.16), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

16—11370-4

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title of officer)

By C H Moltzner
Member, State Highway Commission
(Title of officer)

By Robert B Tennant
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

RECOMMENDED FOR APPROVAL:
W H Miller
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By Clark
District ~~Engineer~~ Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-8 A4.62

April 24, 1957

Mr. C. O. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Louse Creek-Grants Pass Section, Project No. I-136(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WCC:ia

4857

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Louse Creek - Grants Pass Section
Pacific Highway
Josephine County

NATURE OF WORK:

Grade and Pave

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4857 Central Paving Co. 1-23-57

DATE OF COMPLETION:

120 Workdays from 3-1-57

REMARKS:

March 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Louse Creek-Grants Pass Section, Project No. I-138(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid
Project No. I-138(7)

LOUSE CREEK-GRANTS PASS SECTION OF

THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 15, 1957

Type Code 6201
Roadway (Sta. 1061+50 to Sta. 1196+50)(Contract No. 4857)

All Required	Clearing and Grubbing	$		$ 10,680.00
800 sq. yds.	Removal of Pavement	1.00		800.00
1,300 cu. yds.	Drainage Excavation, Unclassified	4.00		5,200.00
32,000 cu. yds.	General Excavation, Unclassified	0.50		16,000.00
1,200 cu. yds.	Hauling and Placing Top Soil	2.00		2,400.00
70 lin. ft.	12-inch Corrugated Metal Pipe	2.50		175.00
6 lin. ft.	18-inch Corrugated Metal Pipe	6.00		36.00
60 lin. ft.	24-inch Corrugated Metal Pipe	6.25		375.00
180 lin. ft.	29-inch Arch Type Corrugated Metal Pipe	7.00		1,260.00
280 lin. ft.	43-inch Arch Type Corrugated Metal Pipe	12.00		3,360.00
28 lin. ft.	6-inch Metal Drain Pipe	1.80		50.40
740 lin. ft.	6-inch Perforated Metal Drain Pipe	1.85		1,369.00
110 lin. ft.	12-inch Concrete Pipe	2.65		291.50
370 lin. ft.	18-inch Concrete Pipe	4.25		1,572.50
170 lin. ft.	12-inch Sewer Pipe	2.35		399.50
150 lin. ft.	Extra for Pipe Under Pavement	3.00		450.00
80 lin. ft.	Salvaging Culvert Pipe	3.00		240.00
170 cu. yds.	Special Backfill in Drains	5.00		850.00
520 lin. ft.	6-inch Coated Steel Pipe, 14 Gage	3.00		1,560.00
1 only	6-inch Gate Valve	150.00		150.00
3 cu. yds.	Class "A" Concrete	43.00		129.00
1 only	Concrete Manholes	250.00		250.00
4 only	Concrete Catch Basins	72.50		290.00
1 only	Adjustment of Manholes	60.00		60.00
60 cu. yds.	Concrete Curbs	47.00		2,820.00
470 lin. ft.	1½-inch Electrical Conduit	1.75		822.50
100 only	Metal Sight Posts	3.00		300.00
1,990 lin. ft.	Metal Guard Rail	2.42		4,815.80
1,200 lin. ft.	Special Metal Guard Rail	2.51		3,012.00
8,600 lin. ft.	Metal Median Barrier	3.89		33,454.00
1,700 rods	Type 2 Fence	6.24		10,608.00
59,400 cu. yds.	Coarse Crushed Material in Base	1.90		112,860.00
11,200 cu. yds.	3/4" - 0 Material in Base	2.05		22,960.00
2,600 M-gals.	Sprinkling	2.00		5,200.00
All Required	Preparation of Base			1,000.00
1,020 cu. yds.	3/4" - 0 Material in Binder Course	3.00		3,060.00
160 tons	RC-3 Asphalt	50.00		8,000.00
27,300 tons	Asphaltic Concrete Mixture	4.23		115,479.00
1,638 tons	85-100 Asphalt in Mixture	36.80		60,278.40
36 tons	RS-1 Asphalt	52.00		1,872.00
26 only	Extra for Asphaltic Concrete Approaches	30.00		780.00
800 lin. ft.	Asphaltic Concrete Traffic Markers	1.00		800.00

1,850 cu. yds.	Furnishing and Placing Aggregates	$4.00	$ 7,400.00
140 tons	120-150 Asphalt	46.00	6,440.00
42 tons	RS-1 Asphalt in Shoulder Oiling	48.00	2,016.00
			$451,925.60
All Required	Flagging (57½¢ of Contractor's Cost)		1,000.00
	Subtotal		$452,925.60
	10% Engr. & Cont.		45,292.56
	Total		$498,218.16

Length of Roadway 2.583 Miles
Cost of Roadway Per Mile $192,883.53

Federal Funds.....	$460,000.00
State Funds.....	38,218.16
	$498,218.16

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-136(7)

IOUSE CREEK-GRANTS PASS SECTION OF

THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimated to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon December 27, 1956

Type Code 6201
Roadway (Sta 1061+50 to Sta. 1196+50)

All Required	Clearing and Grubbing	$		$ 1,000.00
800 sq. yds.	Removal of Pavement		0.60	480.00
1,300 cu. yds.	Drainage Excavation, Unclassified		3.00	3,900.00
32,000 cu. yds.	General Excavation, Unclassified		0.50	16,000.00
1,200 cu. yds.	Hauling and Placing Topsoil		1.50	1,800.00
70 lin. ft.	12-inch Corrugated Metal Pipe		3.50	245.00
6 lin. ft.	18-inch Corrugated Metal Pipe		4.50	27.00
60 lin. ft.	24-inch Corrugated Metal Pipe		7.50	450.00
180 lin. ft.	29-inch Arch Type Corrugated Metal Pipe		9.00	1,620.00
280 lin. ft.	43-inch Arch Type Corrugated Metal Pipe		15.00	4,200.00
28 lin. ft.	6-inch Metal Drain Pipe		1.75	49.00
740 lin. ft.	6-inch Perforated Metal Drain Pipe		2.00	1,480.00
110 lin. ft.	12-inch Concrete Pipe		2.00	220.00
370 lin. ft.	18-inch Concrete Pipe		3.50	1,295.00
170 lin. ft.	12-inch Sewer Pipe		2.00	340.00
150 lin. ft.	Extra for Pipe Under Pavement		3.50	525.00
80 lin. ft.	Salvaging Culvert Pipe		2.50	200.00
170 cu. yds.	Special Backfill in Drains		6.00	1,020.00
520 lin. ft.	6-inch Coated Steel Pipe, 14 Gage		3.00	1,560.00
1 only	6-inch Gate Valve		100.00	100.00
3 cu. yds.	Class "A" Concrete		75.00	225.00
1 only	Concrete Manholes		350.00	350.00
4 only	Concrete Catch Basins		85.00	340.00
1 only	Adjustment of Manholes		75.00	75.00
60 cu. yds.	Concrete Curbs		55.00	3,300.00
470 lin. ft.	1½-inch Electrical Conduit		1.50	705.00
100 only	Metal Sight Posts		3.00	300.00
1,990 lin. ft.	Metal Guard Rail		3.00	5,970.00
1,200 lin. ft.	Special Metal Guard Rail		3.00	3,600.00
8,600 lin. ft.	Metal Median Barrier		4.50	38,700.00
1,700 Rods	Type 2 Fence		4.50	7,650.00
59,400 cu. yds.	Coarse Crushed Material in Base		2.20	130,680.00
11,200 cu. yds.	3/4" - 0 Material in Base		2.45	27,440.00
2,600 M.-Gals.	Sprinkling		3.00	7,800.00
All Required	Preparation of Base			1,000.00
1,020 cu. yds.	3/4" - 0 Material in Binder Course		3.50	3,570.00
160 tons	RC-3 Asphalt		45.00	7,200.00
27,300 tons	Asphaltic Concrete Mixture		4.00	109,200.00

1,630 tons	85-100 Asphalt in Mixture	$ 34.00	$ 55,692.00
36 tons	RS-1 Asphalt	50.00	1,800.00
26 only	Extra for Asphaltic Concrete Approaches	30.00	780.00
800 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	800.00
1,850 cu.yds.	Furnishing and Placing Aggregates	4.50	8,325.00
140 tons	120-150 Asphalt	50.00	7,000.00
42 tons	RS-1 Asphalt in Shoulder Oiling	55.00	2,310.00
			$81,323.00
All required	Flagging (57½ of Contractors Cost)		1,000.00
		Subtotal	$82,323.00
		10% Engr. & Cont.	16,232.00
		Total	$508,555.00

Length of Roadway 2.583 Miles
Cost of Roadway Per Mile $196,885.40

Federal Funds.	$468,000.00
State Funds	40,555.00
	$508,555.00

M. W. C. Williams
RECEIVED
JUL 11 1958
FOR FILING
W. C. WILLIAMS

June 26th, 1958

FINAL COST ANALYSIS
Paving
Central Paving Co., Contractor
Glenn E. Roberts, Resident Engineer

Louse Creek-Grants Pass Section
Contract #4847
I-158(7)

Pacific Highway
Prefix 17-1028-201(41)

4857

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
**** Clearing and Grubbing	100%	All	$10,605.08	$10,680	$ 10,605.08	$ 10,680.00
* Removal of Pavement	1,565.6	Sq. Yd.	0.46	1.00	726.59	1,565.60
* Drainage Excavation, Unclass.	3,226.78	Cu. Yd.	4.36	4.00	14,069.08	12,907.12
* General Excavation, Unclass.	47,403.5	" "	0.62	0.50	29,250.17	23,701.75
* Haul & Place Topsoil	1,005	" "	1.66	2.00	1,663.99	2,010.00
* 12" Corr. Metal Pipe	56	Lin. Ft.	2.47	2.50	138.42	140.00
* 24" " " "	66	" "	6.18	6.25	408.01	412.50
* 29" Arch Type Corr. Metal Pipe	132	" "	5.60	7.00	871.96	924.00
* 43" Arch Type Corr. Metal Pipe	258	" "	11.57	12.00	2,985.43	3,096.00
* 6" Perf. Metal Drain Pipe, Uncoated	3,842	" "	1.49	1.85	5,733.23	7,107.70
* 12" Concrete Pipe	261	Lin. Ft.	2.55	2.65	666.13	691.65
* 18" " "	1,068	" "	3.78	4.25	4,037.45	4,539.00
* 12" Sewer Pipe	141	" "	2.14	2.35	302.13	331.35
* Extra for Pipe Under Pav't.	60	" "	2.29	3.00	137.37	180.00
* Salvage Culvert Pipe	157	" "	1.72	3.00	271.07	471.00
* Special Backfill in Drains	1,102	Cu. Yd.	4.13	5.00	4,558.55	5,510.00
* 6" Coated Steel Pipe 14 Ga.	486	Lin. Ft.	2.93	3.00	1,452.89	1,458.00
* 6" Gate Valve	1	Each	133.06	150.00	133.06	150.00
** Class "A" Concrete	2.43	Cu. Yd.	43.00	43.00	104.49	104.49
** Concrete Manholes	3	Each	250.00	250.00	750.00	750.00
** Concrete Catch Basins	6	"	72.50	72.50	435.00	435.00
** Concrete Curbs	59.98	Cu. Yd.	47.00	47.00	2,819.06	2,819.06

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
** 1½" Electrical Conduit	408	Lin. Ft.	1.75	1.75	$ 714.00	$ 714.00
** Metal Sight Posts	100	Each	3.00	3.00	300.00	300.00
** Metal Guard Rail	1,827.5	Lin. Ft.	2.42	2.42	4,422.55	4,422.55
** Special Metal Guard Rail	1,103.1	" "	2.51	2.51	2,768.78	2,768.78
** Metal Median Barrier	7,844.8	" "	3.89	3.89	30,516.27	30,516.27
** Type 2 Fence	1,673	Rod	6.24	6.24	10,439.52	10,439.52
*** Coarse Cr. Mat'l. in Base	55,842	Cu. Yd.	1.87	1.90	104,843.35	106,099.80
*** 3/4"-0 Mat'l. in Base	13,706.5	" "	2.03	2.05	27,837.87	28,098.33
*** Sprinkling	4,084.6	M/Gal.	1.50	2.00	6,126.90	8,169.20
Preparation of Base	100%	All	410.98	1,000.00	410.98	1,000.00
3/4"-0 In Binder Course	934	Cu. Yd.	2.62	3.00	2,449.25	2,802.00
RC-3 Asphalt	160.15	Ton	43.91	50.00	7,033.07	8,007.50
Asphaltic Concrete Mixture	25,744.25	"	3.94	4.23	101,645.81	108,898.18
85-100 Asphalt in Mixture	1,358.75	"	35.80	36.80	48,633.36	50,002.00
RS-1 Asphalt	3.84	"	51.30	52.00	196.85	199.68
Extra for Asphaltic Concrete Approaches	28	Each	11.62	30.00	325.40	840.00
Asphaltic Concrete Traffic Markers	813.3	Lin. Ft.	0.477	1.00	388.33	813.30
Furnish & Place Aggregates	1,947	Cu. Yd.	3.22	4.00	6,261.27	7,788.00
120-150 Asphalt	119.5	Ton	39.42	46.00	4,712.46	5,497.00
RS-1 in Shldr. Oiling	34.87	"	45.11	48.00	1,573.19	1,673.76
**** Pavement Seal Aggregates in Stockpile	450	Cu. Yd.	2.50	2.50	1,125.00	1,125.00
***** 3/4"-½" Cr. Material in Stockpile	1,110.35	" "	2.00	2.00	2,220.70	2,220.70
***** ½"-¼" Cr. Material in Stockpile	2,070.91	" "	2.50	2.50	5,177.28	5,177.28
***** ¼"-#10 Cr. Material in Stockpile	280.48	" "	2.50	2.50	701.20	701.20

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
*****						
¼"-0 Cr. Material in Stockpile	505.7	Cu. Yd.	2.50	2.50	$ 1,264.25	$ 1,264.25
*****						
Screen Rejects	4.66	" "	0.25	0.25	1.17	1.17
PA #1, 120-150 Asphalt	65.51	Ton	35.80	36.80	2,345.26	2,410.77
					416.77	444.49
Force Account					$456,470.00	$472,378.95

	Gross Revenue	Total Cost	Net Loss	Net Profit	% Profit or Loss
Buick & Green	$ 67,695.67	$ 69,830.61	$2,134.94		3.1%
Central Paving Co.	404,683.28	386,639.39		$18,043.89	4.5%
	$472,378.95	$456,470.00		$15,908.95	3.4%

* Work done all or in part by Buick & Green.
** Work done all or in part by R & M Construction Co.
*** Work done all or in part by Tuss Bros.
**** Work done all or in part by Green & Buick, subcontractors, and John Saxton.
***** Work done all or in part by John Saxton.

Work Done by Green and Buick

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$2,425.08	$2,500.00	$ 2,425.08	$ 2,500.00
Removal of Pav't.	1,565.6	Sq. Yd.	0.46	1.00	726.59	1,565.60
Drainage Excavation, Unclass.	3,226.78	Cu. Yd.	4.36	4.00	14,069.08	12,907.12
General Excav., Unclass.	47,403.5	" "	0.62	0.50	29,250.17	23,701.75
Haul and Place Topsoil	1,005	" "	1.66	2.00	1,663.99	2,010.00
12" Corr. Metal Pipe	56	Lin. Ft.	2.47	2.50	138.42	140.00
24" " " "	66	" "	6.18	6.25	408.01	412.50
29" Arch Type Corr. Metal Pipe	132	" "	5.60	7.00	871.96	924.00
43" Arch Type Corr. Metal Pipe	258	" "	11.57	12.00	2,985.43	3,096.00
6" Perf. Metal Drain Pipe	3,842	" "	1.49	1.85	5,733.23	7,107.70
12" Concrete Pipe	261	" "	2.55	2.65	666.13	691.65
18" " "	1,068	" "	3.78	4.25	4,037.45	4,539.00
12" Sewer Pipe	141	" "	2.14	2.35	302.13	331.35
Extra for Pipe Under Pavement	60	" "	2.29	3.00	137.37	180.00
Salvage Culvert Pipe	157	" "	1.72	3.00	271.07	471.00
Special Backfill in Drains	1,102	Cu. Yd.	4.13	5.00	4,558.55	5,510.00
6" Coated Steel Pipe 14 Ga.	486	Lin. Ft.	2.93	3.00	1,425.89	1,458.00
6" Gate Valve	1	Each	133.06	150.00	133.06	150.00
					$69,830.61	$67,695.67

Detail of Cost
Buick & Green

Labor:

Labor	$20,043.14	
Labor Insurance	1,616.62	
Health & Welfare	296.10	
		$21,955.86

Materials:

12" Corr. Metal Pipe	56 Lin. Ft.	at	$2.10	$ 117.60
12" " " Bands	2 Each	"	2.10	4.20
24" " " Pipe	66 Lin. Ft.	"	4.57	301.62
24" " " Bands	2 Each	"	4.57	9.14
29" Arch Type Corr. Metal Pipe	132 Lin. Ft.	"	4.91	648.12
Bands	7 Each	"	4.91	34.37
43" Arch Type Corr. Metal Pipe	258 Lin. Ft.	"	9.59	2,474.22
Bands	11 Each	"	9.59	105.49
6" Perf. Metal Drain Pipe	3,842 Lin. Ft.	"	0.82	3,150.44
Bands	175 Each	"	1.02	178.50
Bolts for 6" Bands	40 Each	"	0.147	5.88
12" Concrete Pipe	261 Lin. Ft.	"	0.86	224.46
18" " "	1,068 " "	"	1.62	1,730.16
Sack Cement	8 Sacks	"	1.50	12.00
12" Sewer Pipe	141 Lin. Ft.	"	0.65	91.65
Backfill Aggregate	1,102 Cu. Yd.	"	2.50	2,755.00
6" Coated Steel Pipe	486 Lin. Ft.	"	0.84	408.24
6" Gate Valve	1 Each	"	63.45	63.45
6" Dresser Couplers	14 Each	"	6.00	84.00
				12,398.54

Equipment Rentals and Miscellaneous Expense:

Equipment Rental Owned	$20,381.56	
" " Hired	7,834.96	
Gas, Oil and Grease	2,936.21	
Freight	1,276.13	
Bond	406.17	
Small Tools	135.60	
Interest	759.94	
P.L. & P.D. Insurance	205.54	
Travel Expense	19.94	
Rent	152.40	
Home Office and General Overhead	1,322.71	
		35,476.21

T o t a l C o s t $69,830.61

Breakdown of Paving Cost

	Quantity	Unit	Total	Unit Cost
Move In & Set Up	25,749.25	Ton	$ 6,638.13	$0.2578
Feed Plant	"	"	6,156.27	0.2390
Aggregate in Mixture	"	"	29,605.89	1.1497
Mixing	"	"	26,577.87	1.0322
Total Cost of Mixing at Plant	25,749.25	Ton	$68,978.16	$2.7787
Haul to Street	25,749.25	Ton	$19,479.04	$0.7566
Street Work	"	"	13,202.00	0.5128
Asphaltic Concrete in Mixture:				
85-100 Asphalt	1,358.75	Ton		
*120-150 Asphalt	65.51	"		
	1,424.26	Ton	$50,988.51	$35.80

* Substituted for 85-100 asphalt.

Total Plant Time	242.5 Hours
Down Time	29.0 "
	213.5 Hours

$$\text{Average Production} = \frac{25,749.25}{213.5} = 120.6 \text{ Tons Per Hour}$$

Detail of Cost
Central Paving Company

Labor:

Labor	$21,448.00	
Labor Insurance	1,638.63	
Health and Welfare	523.27	
		$ 23,609.90

Materials:

Coarse Crushed Aggregate	55,842	Cu. Yd.	at	$ 1.05	$58,634.10	
3/4"-0 Aggregate	14,640.5	" "	"	1.20	17,568.60	
RC-3 Asphalt	160.15	Ton	"	29.65	4,748.45	
Freight on RC-3	160.15	"	"	10.97	1,756.84	
85-100 Asphalt	1,358.75	"	"	27.00	36,686.25	
Freight on 85-100	1,358.75	"	"	8.80	11,957.00	
Aggregate in Mixture	25,744.25	"	"	1.15	29,605.89	
Heating Oil	44,324	Gal.	"	0.11	4,875.64	
RS-1 Asphalt	38.71	Ton	"	28.80	1,114.85	
Freight on RS-1	38.71	"	"	8.80	340.65	
Aggregate	1,947	Cu. Yd.	"	2.00	3,894.00	
48 Concrete Pipe	3	Pieces	"	8.50	102.00	
Freight	10,500	Lb.	"	0.95 Cwt.	99.75	
Misc. Supplies					1.70	
120-150 Asphalt	185.01	Ton	"	27.00	4,995.27	
Freight on 120-150	185.01	"	"	8.80	1,628.09	
						178,009.08

Equipment Rental and Misc. Expense:

Equipment Rental (Own)	$24,107.97	
Hired Equipment	15,606.02	
Gas, Oil and Grease	2,181.36	
Electric Power	894.47	
Test Scales	231.00	
P.L. & P.D. Insurance	268.10	
Small Tools	180.81	
Travel Expense	830.62	
Bond	171.81	
Home Office & General Overhead	7,635.18	
		52,107.34

Paid Tuss Bros.	$61,473.80	
Paid John Saxton	18,669.60	
Paid R & M Construction Co.	52,769.67	
		132,913.07

T o t a l C o s t $386,639.39

Remarks:

This was a "Federal Aid Interstate Project" located on the Pacific Highway in Josephine County. The north end was approximately 3.6 miles north of the north city limits of Grants Pass and about 0.5 mile south of the crossing of Louse Creek. The south end of the project was about 0.5 mile north of the north city limits of Grants Pass.

The work to be done under the contract consisted of the construction of 0.81 mile of connecting roads; the construction of stone base and shoulders on 2.58 miles of main highway roadbed and on frontage roads and connecting roads; the construction of 2.58 miles of asphaltic concrete pavement on the main highway roadbed, frontage and connecting roads; the construction of Type O-11 modified oil mat wearing surface on 2.58 miles of main highway roadbed, shoulders and connecting roads; the furnishing of approximately 4,450 cubic yards of crushed materials in stockpiles; and the performance of such additional and incidental work as called for in the plans and specifications.

The project was bid and awarded to the Central Paving Company on January 26th, 1957 and was completed on October 31st, 1957. The final estimate was dated February 24th, 1958.

The subcontractor on fencing and guard rail moved in and began installing right of way fence on February 26th, 1957. In this work he used a crew of 2 men and a pickup truck. This work continued until April 19th, 1957, at which time the subcontractor ceased work. On August 20th, 1957 the contractor began fencing again. Completed this work during the week ending September 14th, 1957.

On September 17th, 1957 he moved in a crew of 9 men, a Fordson tractor equipped with an auger and a flatbed truck and started installing guard rail. The installing of the guard rail and median barrier was completed during the week ending October 19th, 1957 except the painting, which was done as the weather permitted. This work was finished on October 29th, 1957.

On March 19th, 1957 the subcontractor on grading, Green and Buick, moved in a backhoe and began excavating for pipe. He concentrated on this phase of work until April 23rd, 1957, at which time he began grading. He completed the grading during the week ending August 3rd, 1957. In doing this work he used 3 Tournapull "C" scrapers, a DW 21 scraper, 2 D 8 Caterpillar tractors with bulldozers, a D 7 Caterpillar tractor with bulldozer, a #12 power grader, a 3/4 cu. yd. shovel and other necessary equipment.

The grading was materially hampered by the telephone company not having their cable lowered below grade and weather conditions being too wet to operate efficiently. This resulted in the grading contractor suffering a small loss.

On April 22nd, 1957 the subcontractor on hauling and placing the aggregates in the base, Tuss Bros., began hauling from John Saxton's crushing plant located on a private gravel deposit on Jump Off Joe Creek approximately 2 miles northeast of Merlin on a county road connecting the Gallice Road and the Pacific Highway.

He hauled and placed until May 2nd, 1957, at which time he moved out due to lack of rock.

Remarks (Cont'd):

On June 25th, 1957 he began hauling and placing aggregate. This work was completed during the week ending August 10th, 1957 and the binder course was placed on Tuesday and Wednesday of that week. In this work they used six 16 cubic yard truck trains, a #12 Caterpillar motor grader, a 3-leg, 10-ton roller, a 9-wheel pneumatic roller, a 2,500-gallon water and a 1,500-gallon distributor.

On August 26th, 1957 the principal contractor began moving in his 4,000-lb. paving plant and setting up in the vicinity of the crushing plant. He completed the setup and began paving on September 3rd, 1957. In this work he used a 2½ cu. yd. Michigan loader to feed the plant, a Barber-Green paver, a 3-leg roller, a tandem roller to place the asphaltic concrete and 9 rented 10 cu. yd. trucks to haul. This work was completed on October 24th, 1957 and all other incidental work on October 31st, 1957.

The principal contractor, having good supervision, good equipment and fair bid prices, made a fair profit.

M. N. Juve
Chief Cost Analyst

By . . F. W. Sugnet

FORM E-123X 50M 1-58

RECEIVED
APR 18 1958
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
April 16, 1958

4857

Central Paving Company
P. O. Box 38
Independence, Oregon

Louse Creek-Grants Pass Section
Pacific Highway
Contract No. 4857

Gentlemen:

Last May 21st you submitted a claim for extra compensation in behalf of Greene and Buick, Inc. The claim as submitted consisted only of a bill covering the dates of May 7th, 9th, 10th, 11th, and 13th for equipment time. In subsequent conversations with the subcontractors it developed that the claim was for delays and lost time having their origin in delays caused by the readjustment of the coaxial cable located along the easterly side of Scoville Road. In conversations with the subcontractor we promised to review the matter. Such review has been made. We have found that the bill submitted is inaccurate. A check of our job records shows that claim for downtime is made for equipment that was engaged in other work during the periods claimed as downtime. We also find that claim was made for Saturday downtime and that the claim, contrary to general accepted practice, requested payment for rental rate on an operating basis rather than on a standby basis.

Taking into account the aforementioned errors this would tend to reduce the claim to approximately one-third of that set forth in your bill. However, the accuracy of this bill appears to be a moot question because your attention was directed in the special provisions for this project to the fact that the adjustment of this cable was necessary and coordination of your activities with the telephone company in making this adjustment would be required. Delaying your work in this area so as to avoid conflict with the telephone company's work is certainly one phase of such cooperation.

In view of the above, we are unable to allow this claim.

Very truly yours,

LHY:jc

Tom Edwards
Construction Engineer

cc Forrest Cooper
F. D. Morgan

Greene and Buick, Inc.
275 State Street
Salem, Oregon

RECEIVED
APR 17 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—97,500—8-57—6864

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....

.....

Roseburg, Oregon
April 10, 1958

SUBJECT:

To:

Claim from
Green and Buick, Subcontractor
Louse Creek-Grants Pass Section

Tom Edwards
Construction Engineer
Salem, Oregon

Att: L. H. Young

With reference to your letter concerning a claim of Central Paving in behalf of Green and Buick, subcontractor, for lost time on contract No. 4857, Louse Creek-Grants Pass Section, Pacific Highway, please be advised that in spite of the fact that the contractor did find it necessary to shut down for a short period of time due to the work of the Pacific Telephone and Telegraph Company and its subcontractor in lowering their coaxial cable where it had to be changed because of our construction along Scoville Road, I do not believe this claim is justified.

On page six (6) of the Special Provisions of this project under the head "Grading Restrictions Near the Coaxial Cable" it states as follows:

"The contractor's attention is called to the presence of the Pacific Telephone and Telegraph Company's coaxial cable lying along the easterly line of Scoville Road as indicated on the plans. Adjustment of this cable will be performed by the telephone company.

The contractor shall coordinate his activities in the vicinity with those of the telephone company forces performing said work in the most helpful manner possible."

It is true that the contractor did nothing to hamper or delay or to damage the work of the telephone company or its cable. However, the presence of this cable was called to his attention by the above quoted paragraphs.

There was some correspondence between this department and the telephone company after which the company scheduled the work. It was not done

in the most expeditious manner in the matter of scheduling but was prosecuted well after its start. The delay, in my opinion, was unavoidable and the hazzard naturally incurred in this kind of work. Green and Buick, during the progress of the work, stated that they did want stand-by time and the matter was discussed with them and they presented what they called a memorandum but which actually was in a form of a letter. The matter was discussed with the man on the job and it was my opinion that they had dropped the claim. This proved not to be the case.

Their bill as presented is carelessly or loosely drawn up and does not agree with our diaries, see copy of attached letter from Glenn Roberts. The resident engineer's diary on May 7th states that the pulls worked two (2) hours then shut down, that two (2) dozers worked at plug 1197 and opened the cut at 1185. On May 9th his diary shows two (2) pulls and two (2) dozers worked in widening the cut at 1180-1190 until 11 AM. On the 10th the diary shows two (2) pulls hauled material to fill over the coaxial cable in the AM and one (1) pull hauled in the afternoon. On the 13th, Green and Buick's backhoe excavated for pipe and inlet irrigation ditch at 1196 and that four (4) men finished installing the 29" Arch Pipe. He shut down the earth moving equipment and the men worked part of the morning salvaging pipe.

On the attached list, which was submitted by Central Paving Co., we have shown in red the hours not worked as per our records. It should also be noted that in the preparation of their alleged hold-up that full equipment rental instead of a stand-by rental is shown which is also improper.

I recommend that the claim be rejected in its entirety. This recommendation is based on the belief that the contractor had been adequately warned of the presence of the coaxial cable and most probably made allowance for anticipated delay in this area.

F. D. Morgan
Division Engineer

dls
encls.

CONSTRUCTION DIVISION
RECEIVED
NOTED

RECEIVED
MAR 13 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 12, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4857 (VOUCHER NO.) 4857	11 Final (WARRANT NO.)	Central Paving Co. (AMOUNT)	(DATE)
4858	H20672	$14,211.45	3/12/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. P. Winchcomb
ACCOUNTING DIVISION

Specified completion date: 120 workdays from 3-1-57

Time Extensions: None

Completion Date: Oct. 31, 1957

Date Accepted: Feb. 27, 1958

Penalties: None of record

Claims: Claims in the amount of $5,244.74

Remarks:

Date: March 12, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 17 1958
GC

NOTED ON CARD

RECEIVED
MAR 6 - 1958
FOR FILING

I-1-x(7)

4857

Mar. 5, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4857 for paving on the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County was completed by the contractor, Central Paving Company, on Oct. 31, 1957, and was formally accepted by the Highway Commission on Feb. 27, 1958.

Final payment in the amount of $14,211.45 will be released to the contractor on or after Mar. 15, 1958. The total contract amount is $472,378.95, of which amount $444.49 represents force account items.

There are claims filed against this project of which you have been previously notified, aggregating $5,247.74.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FEB 10 1958
FOR FILING

4857

Filed
Not used
on card.

Feb. 7, 1958

Roberts, Kellington & Branchfield
Attorneys at Law
U. S. National Bank Bldg.
Medford, Oregon

Gentlemen:

As requested in your letter of February 5, which request is substantiated by the affidavit which was attached, we are sending to you a certified copy of Contract No. 4857, awarded to Central Paving Company for paving the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County.

According to the affidavit, The California Oregon Power Company furnished electrical energy to John R. Saxton, who may have been a subcontractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:sm
attach.

NOTED ON CARD

LAW OFFICES OF
ROBERTS, KELLINGTON & BRANCHFIELD
301-308 U. S. NATIONAL BANK BLDG.
MEDFORD, OREGON

February 5, 1958

GEORGE M. ROBERTS
G. W. KELLINGTON
EDW. BRANCHFIELD
JAS. A. REDDEN, JR.

Re: John R. Saxton Account - The California Oregon Power Company

State of Oregon
State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer
Secretary

Gentlemen:

This is to inform you that we are hereby applying on behalf of The California Oregon Power Company, for a certified copy of Contract No. 4857, and the bond of United Pacific Insurance Company involved in said transaction. This application is pursuant to ORS 279.522, and you will find enclosed the Affidavit described in ORS 279.524.

It is our understanding that Mr. John R. Saxton was the sub-contractor of the Central Paving Co., and it is our desire to collect the bill for power supplied. We will, of course, forward any charges in connection therewith upon your request.

Very truly yours,

ROBERTS, KELLINGTON & BRANCHFIELD

By James A. Redden Jr.

JAR:ad
encl.
cc: R. K. Rians

REFERRED TO
Query
SECRETARY

Ok to send certified copy - will you please prepare it
JARS

NOTED ON CARD

State of Oregon)
) ss
County of Jackson)

I, F. C. Bash, after first being duly sworn, depose and say: That electric power was furnished to John R. Saxton, who to the best of my knowledge was the sub-contractor of Central Paving Co., such power furnished by The California Oregon Power Company for the operation of an electric powered rock crusher on that certain paving work done on the Grants Pass-Louse Creek Section of the Pacific Highway, under Contract No. 4857, and that the fair and reasonable sum charged for such said service was Four Hundred Seventy Two and 80/100 ($472.80) Dollars, none of which has been paid.

THE CALIFORNIA OREGON POWER COMPANY

SEAL

By _____
Vice Pres. & Treasurer

Subscribed and sworn to before me this 5th day of February, 1958.

_____
Notary Public for Oregon
My commission expires Oct 19 1961

CHFIELD BLDG.

State of Oregon)
) ss
County of Jackson)

I, F. C. Bash, after first being duly sworn, depose and say: That electric power was furnished to John R. Saxton, who to the best of my knowledge was the sub-contractor of Central Paving Co., such power furnished by The California Oregon Power Company for the operation of an electric powered rock crusher on that certain paving work done on the Grants Pass-Louse Creek Section of the Pacific Highway, under Contract No. 4857, and that the fair and reasonable sum charged for such said service was Four Hundred Seventy Two and 80/100 ($472.80) Dollars, none of which has been paid.

THE CALIFORNIA OREGON POWER COMPANY

SEAL

By _____
Vice Pres. & Treasurer

Subscribed and sworn to before me this 5th day of February, 1958.

_____
Notary Public for Oregon
My commission expires Oct 19, 1961

CHFIELD BLDG.

RECEIVED
FEB 6 - 1958
FOR FILING

February 5, 1958

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

Attached is a copy of a claim in the amount of $567.23, filed with the Secretary of State by Dale Frew against Central Paving Co. for labor, materials, maintenance and repair of equipment furnished on our Contract No. 4857 for paving the Lesse Creek-Grants Pass Section of the Pacific Highway in Josephine County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

Central Paving Co.
P. O. Box 38
Independence, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

NOTED ON CARD

N_O_T_I_C_E

In compliance with the provisions of 279.526 and 279.528 Oregon Revised Statutes.

To: Secretary of State of the State of Oregon and the State Highway Department of the State of Oregon:

NOTICE IS HEREBY GIVEN that the undersigned, Dale Prow, nas a claim for furnishing of labor and materials in the maintenance and repair of equipment during the months of August, September, October and November, 1957, in the sum of Five Hundred Sixty Seven and 23/100 Dollars ($567.23) against the bond taken from Central Paving Company as principal and United Pacific Insurance Co. as surety for the work of paving of Louse Creek-Grants Pass section of the Pacific Highway in Josephine County, pursuant to contract of the State Highway Department No. 4857.

Dale Prow

Lic # 3595

FILED
JAN 31 1958
MARK O. HATFIELD
SECRETARY OF STATE

RECEIVED
FEB 6 - 1958
FOR FILING
I-138(7)
4857

February 5, 1958

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of January 31 to which was attached three copies of a claim in the amount of $567.23 filed with your office by Dale Prow against Central Paving Company for labor, materials, maintenance and repair of equipment furnished on our Contract No. 4857 for paving the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County, your File No. 3595.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

Jan. 31, 1958

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received from Wally P. Martin, Attorney, Grants Pass and filed as of today a notice of claim by Dale Prow in the sum of $567.23.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Sincerely,

MARK O. HATFIELD
Secretary of State

By Geo Stephens
Clerk
Records Division

GS:m
Enc.

REFERRED TO
BY SECRETARY
Gwen
usual letter
send in card

RECEIVED
JAN 3 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
JAN 31 1958
FOR FILING

January 31, 1958

Bowe and Martin
P. O. Box 307
Grants Pass, Oregon

Attention: Mr. Wally P. Martin

Gentlemen:

This is to acknowledge your letter of January 29 to which was attached two copies of an affidavit signed by Dale Prow stating that John R. Saxton owes him the sum of $567.23 for materials, labor and equipment furnished on our Contract No. 4857, awarded to Central Paving Company, Independence. The affidavit alleges that Mr. Saxton operated as a subcontractor to Central Paving Company.

The United Pacific Insurance Company, 223 Board of Trade Building, Portland 4, furnished the performance bond for this contract.

If your client feels that it is necessary to protect his claim for a period longer than six months following completion of the contract and acceptance by the Highway Commission, the claim should be filed with the Secretary of State. Although you are familiar with the law, for your convenience we have attached excerpts outlining the procedure for such filing. In the meantime, the claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

FAQ:fp

NOTED ON CARD

LAW OFFICES OF
BOWE AND MARTIN
MANCHEL BUILDING
GRANTS PASS, OREGON

SAMUEL M. BOWE
WALLY P. MARTIN

MAILING ADDRESS: P. O. Box 307
PHONE GREENWOOD 6-2300

January 29, 1958

State Highway Department
Salem
Oregon

Re: Central Paving Company
Louse Creek-Grants Pass Section
of Hwy. Contract No. 4857

Gentlemen:

Relative to the above contract you will find enclosed in duplicate affidavits signed by Dale Prow who is an unpaid creditor of John R. Saxton relative to a portion of the performance of said contract. This affidavit is furnishing in compliance with the requirements of 279.524 Oregon Revised Statutes with the intent of looking to the contractor's bond, if necessary, for recovery of this account.

Will you please make appropriate filing of this affidavit and if you need further documents with relation to this matter, kindly notify us.

Yours very truly,

Wally P. Martin

WALLY P. MARTIN

WPM/es
enc.

RECEIVED
JAN 31 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
JAN 31 1958
FOR FILING

4857

January 31, 1958

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wa.

Gentlemen:

Attached is an affidavit filed with this office by Bowe and Martin, P. O. Box 307, Grants Pass, on behalf of Dale Frew. The affidavit alleges that John R. Seaton owes him the sum of $567.23 for materials, labor and equipment furnished on our Contract No. 4857, awarded to Central Paving Company, Independence. The affidavit alleges that Mr. Seaton operated as a subcontractor on this project. Our records, however, do not list him as such.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Victor S. Risley Co.
233 Board of Trade Bldg.
Portland 4, Oregon

Central Paving Co.
P. O. Box 38
Independence, Oregon

NOTED ON CARD

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

A F F I D A V I T

STATE OF OREGON)
County of Josephine) ss.

I, DALE PROW, being first duly sworn, depose and say:

That during the months of August, September and October, 1957, and prior to October 23, 1957, I furnished to John R. Saxton at his instance and request miscellaneous materials and labor in the repair and maintenance of equipment to a value of Five Hundred Sixty Seven and 23/100 Dollars ($567.23) for which the said John R. Saxton agreed to pay said sum.

That said labor and materials were furnished for the prosecution of the work provided for in the contract No. 4857 of the State Highway Department of the State of Oregon, which said contract was awarded to Central Paving Company of Independence, Oregon, for the paving of the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County, and on which said contract the said John R. Saxton was a subcontractor.

That no part of said claim has been paid.

That I make this sworn statement in compliance with the provisions of 279.524 Oregon Revised Statutes for the purposes therein indicated, and for submission to the proper officer of the State in connection with the claim aforesaid.

DATED this 9 day of January, 1958.

Dale Prow

SUBSCRIBED AND SWORN to before me this 9 day of January, 1958.

Samuel O. Bowe
Notary Public for Oregon
My Commission Expires: Feb. 13, 1958

LAW OFFICES OF
BOWE AND MARTIN
MANCHEL BUILDING
GRANTS PASS, OREGON

RECEIVED
JAN 10 1958
FOR FILING

4857

Files - Litton - Ford

January 7, 1958

Roberts, Kellington & Branchfield
201 U. S. National Bank Building
Medford, Oregon

Attention: Mr. James A. Redden, Jr.

Gentlemen:

This is to acknowledge your letter of December 27, advising that The California Oregon Power Company has a claim against John R. Saxton in the sum of $472.80 for electrical service furnished near Grants Pass. It appears that the project to which you refer is our Contract No. 4857, awarded to Central Paving Company, Independence, for paving the Grants Pass-Louse Creek Section of the Pacific Highway.

The records for this contract do not show Mr. Saxton as a subcontractor. The State, of course, does not recognize subcontractors but looks to the principal contractor and the surety for satisfactory completion of the contract and payment of bills incurred in it. United Pacific Insurance Company, through Victor E. Risley Co., 223 Board of Trade Building, Portland 4, furnished the performance bond for this contract, which was completed October 31, 1957, but has not yet been accepted by the Highway Commission. We do not make payments direct to claimants as many claims are disputed and we have no way of determining the validity of such claims.

If you feel that it is necessary to protect your client's claim against the bond for a period longer than six months following completion of the contract and acceptance by the Highway Commission, it is suggested that you file the claim with the Secretary of State. Although you are no doubt familiar with the law, we have attached for ready reference an excerpt outlining the procedure for this filing. In the meantime, the claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

Secretary

Enc.

LAW OFFICES OF
ROBERTS, KELLINGTON & BRANCHFIELD
201-205 U. S. NATIONAL BANK BLDG.
MEDFORD, OREGON

GEORGE M. ROBERTS
O. W. KELLINGTON
EDW. BRANCHFIELD
JAS. A. REDDEN, JR.

December 31, 1957

Re: John R. Saxton account - The California Oregon Power Company

State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed you will find a copy of a letter received from Central Paving Company this date.

We see nothing in the letter showing Mr. Saxton was not a sub-contractor. Apparently, Central Paving Company is refusing payment, pursuant to statute, and we must, therefore, request that the State make such payment.

As you will see from the copy of a letter sent to Central Paving Company, which is herewith enclosed, we do have information tending to show that Mr. Saxton has a definite relationship with Central Paving Company.

As stated in our prior letter we will cooperate with you to the fullest extent of our ability.

Very truly yours,

ROBERTS, KELLINGTON & BRANCHFIELD

By Edward A. Redden Jr.

JAR:ad
encl.

485

NOTED ON CARD

LAW OFFICES OF
ROBERTS, KELLINGTON & BRANCHFIELD
201-205 U. S. NATIONAL BANK BLDG.
MEDFORD, OREGON

GEORGE M. ROBERTS
O. W. KELLINGTON
EDW. BRANCHFIELD
JAS. A. REDDEN, JR.

December 31, 1957

Re: John R. Saxton account - The California Oregon Power Company

Central Paving Company
P. O. Box 38
Independence, Oregon

Attention: Mr. George A. Lindahl

Gentlemen:

Pursuant to yours of December 30, 1957, we must again renew our demand for payment of the $472.80 owed our client, The California Oregon Power Company, by John R. Saxton.

A copy of this letter is to be sent to the State Highway Commission, together with a copy of your letter of December 30th.

There is nothing inconsistent with Mr. Saxton's status as a sub-contractor with the information of your letter of December 30th. It is probable that Mr. Saxton was the sub-contractor for the other parties mentioned. In addition to certain information we do have, there is, of course, the fact that Central Paving Company, had applied for power service pursuant to the signed authority of John R. Saxton. Please take notice that we intend to hold Central Paving Company for the amount of the power bill above mentioned.

Very truly yours,

ROBERTS, KELLINGTON & BRANCHFIELD

By

JAR:ad
cc: State Highway Commission

RECEIVED

••• CENTRAL PAVING COMPANY

PLANTS: SALEM • DALLAS • INDEPENDENCE • • • • • MAILING ADDRESS P O BOX 38 **INDEPENDENCE, OREGON**

TELEPHONE:
SALEM: EMPIRE 3-5468
DALLAS MAYFAIR 3 4[illegible]
INDEPENDENCE 231

Dec 30, 1957

Roberts, Kellington & Branchfield
201-205 U. S. National Bank Bldg.,
Medford, Oregon.

Gentlemen:

Your letter of December 27, 1957 directed to the State Highway Commission re: claim against John R. Sarton in the amount of $472.80 for electrical service is at hand.

It appears one or two points should be brought to your attention.

Mr. Saxton was not a sub-contractor with Central Paving Company as the prime contractor. Central Paving Company purchased material from John Saxton on a purchase order basis since his plant was considered by the State Highway Department to be a commercial operation. It must be understood here that Mr. Saxton sold material to several different parties from this location. To name a few; Peter Kewiet & Sons, Josephine County and others.

In regards to your not having heard from Central Paving Company from your first letter, we assumed the letter you received from Wm J. Stafford & Company of Salem, Oregon was sufficient.

Very truly yours,

Central Paving Co.,

George A. Lindahl

STATE HIGHWAY COMMISSION
OREGON
JAN 3 1958
RECEIVED

LAW OFFICES OF
ROBERTS, KELLINGTON & BRANCHFIELD
301-305 U. S. NATIONAL BANK BLDG.
MEDFORD, OREGON

GEORGE M. ROBERTS
O. W. KELLINGTON
EDW. BRANCHFIELD
JAS. A. REDDEN, JR.

December 27, 1957

State Highway Commission
Salem, Oregon

Gentlemen:

This firm is representing The California Oregon Power Company who has a claim against Mr. John R. Saxton in the amount of $472.80 for electrical service provided Mr. Saxton in the operation of a rock crusher used in certain highway department work on a stretch of highway near Grants Pass. Mr. Saxton was the sub-contractor with Central Paving Company as the prime contractor.

We have, under ORS 279.314, written to the Central Paving Company, pointing out subsection (1) of that statute. We have as yet not heard from the Central Paving Company, and we assume that they are refusing to pay this bill.

Therefore, under subsection (1) of ORS 279.314, we are requesting the State Highway Department to pay such claim and charge the amount of the payment against funds due or to become due the prime contractor, Central Paving Company.

We will, of course, only be too happy to cooperate with the State Highway Department in any way that we can, upon your request.

Very truly yours,

ROBERTS, KELLINGTON & BRANCHFIELD

By

JAR/ems

cc/ Mr. R. K. Rians
cc/ Central Paving Company

Material to prepare usual letter and cards

RECEIVED
DEC 30 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 10 1958
FOR FILING

4857

January 7, 1958

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Building
Tacoma 1, Wn.

Gentlemen:

A letter has been received from Roberts, Kellington & Branchfield, 201 U. S. National Bank Building, Medford, stating that their client, the California Oregon Power Co., has a claim against John S. Sexton for electrical service in the sum of $472.80.

They claim that Mr. Sexton operated as a subcontractor to Central Paving Company on our Contract No. 4857, for paving the Louse Creek-Grants Pass Section of the Pacific Highway.

This information is furnished as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Victor S. Risley Co.
213 Board of Trade Bldg.
Portland 4, Oregon

Central Paving Co.
P. O. Box 38
Independence, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

RECEIVED
DEC 17 1957
FOR FILING

Ltrs
Agr'ts
Cards

J
4857

December 16, 1957

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of December 12 which had attached to it three copies of a claim filed with your office by Industrial Supply Co. in the amount of $3,183.75 against our Contract No. 4857, awarded to Central Paving Company; and the sum of $551.79 against contract No. 4826, awarded to Durbin Bros., and Contract No. 4858, awarded to John R. Saxton.

The claim bears your file No. 3587.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

Dec. 12, 1957

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received from George Luoma and filed as of today a notice of claim by Industrial Supply Co. in the amounts of $3,183.75 and $551.79, against the bond taken from John R. Saxton et al, principal, and United Pacific Insurance Company, surety for work performed under State Highway Contrat Nos. 4857, 4826 and 4858, our file No. 3587.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Should you wish a copy of Exhibit A, kindly advise and we will be glad to furnish you with one.

Sincerely,

MARK O. HATFIELD
SECRETARY OF STATE

By Geo A Stephens
Clerk
Records Division

GS:m

REFERRED TO
Fliers
BY SECRETARY
Prepare usual letters
Record on cards.

RECEIVED
DEC 16 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

NOTICE OF CLAIM

TO: STATE OF OREGON ACTING BY AND THROUGH ITS STATE HIGHWAY DEPARTMENT AND OREGON STATE HIGHWAY COMMISSION, AND SECRETARY OF STATE OF STATE OF OREGON.

NOTICE IS HEREBY GIVEN that the undersigned, INDUSTRIAL SUPPLY CO., has a claim for miscellaneous materials furnished, which materials are more particularly referred to in Exhibit A attached hereto, in the sum of $ 3,183.75 against the bond taken from Central Paving Co., an Oregon corporation, as principal, and United Pacific Insurance Company, a corporation organized and existing under the laws of the State of Washington, as surety for the work performed by Central Paving Co. in paving a section of Pacific Highway known as Louse Creek - Grants Pass Section in Josephine County under Contract No. 4857 which was awarded to said Central Paving Co. by the Oregon State Highway Department.

Said materials were sold to John R. Saxton who performed a portion of the work involved in said Contract 4857.

Further, you are also hereby notified that the undersigned Industrial Supply Co. has an additional claim for similar materials furnished in the sum of $ 551.79 against the bonds taken from Walter J. Durbin, Howard F. Durbin, Clarence A. Durbin and Wallace R. Durbin, co-partners dba Durbin Bros. of Eugene, Oregon, as principal, and the aforementioned United Pacific Insurance Company as surety, under Contract No. 4826, and also for said materials and said amount against the bond taken from John R. Saxton as principal and the aforementioned United Pacific Insurance Company as surety under Contract No. 4858.

This joint reference to Contracts 4826 and 4858 is made because in Exhibit A attached a description of materials furnished is charged under column identified Durbin, being Contract 4826 and the segregation has not been made in said Exhibit A to indicate what portion thereof, of the charges listed under Durbin and Contract 4826, apply to Saxton, being Contract 4858. All of the items listed under Contract 4826 represent materials furnished to John R. Saxton and some of the same he used in performing under Contract 4858 as a principal contractor and the balance thereof as a subcontractor under Contract No. 4826. There is no need to segregate said items for the purposes of this Notice because the surety bonding company under each of said contracts is identical and the principal obligor, for the payment of said claims, is John R. Saxton.

Exhibit A is by this reference and said attachment made a part hereof as if fully written herein.

DATED this 6th day of December, 1957.

INDUSTRIAL SUPPLY CO.

By _____
President

LAW OFFICES
GEORGE LUOMA
U. S. NATIONAL BANK BUILDING
TELEPHONE OR 3-6641
ROSEBURG, OREGON

INDUSTRIAL SUPPLY CO.

Date	Description	Charged to Contract Durbin 4826 Cave Junction	 Saxton 4858 Cave Junction	 Central 4857 Louse Creek
8/12/57	Machine bolts	$	$	$ 15.10
"	Cut washers			3.30
"	Hex Nuts			7.01
4/13/57	Carriage bolts			4.27
"	Carriage bolts			8.49
"	U Bolts			18.48
6/14/57	Wire			42.34
"	"			57.88
6/4/57	Flint Screen	44.80		
"	Formed for Simplicity	4.55		
5/29/57	Flint Screen	74.16		
"	Flint Screen	35.28		
"	Formed for Simplicity	10.62		
5/16/57	Flint Screen			135.60
6/4/57	Cap Screws			9.10
"	Hex Nuts			.78
"	Ramite C (box price)			70.00
"	Ramite B-X			38.50
6/24/57	Flint Screen			49.20
"	Formed for El Jay			4.20
6/26/57	Flint Screen			74.00
"	Formed for Simplicity			6.30
7/10/57	Grader Blades	19.08		
"	Esco Plow Bolts	3.50		
7/17/57	Flint Screen			89.76
"	Flint Screen			81.36
"	Formed for Simplicity			14.23
2/16/57	Flint Screen			140.40
"	Flint Screen			81.00
"	Flint Screen			70.84
"	All Formed for Simplicity			18.11
2/25/57	Flint Screen			29.73
"	Flint Screen			73.80
"	Form for Simplicity			8.98
4/10/57	Style W. Conveyor Belt			166.82
"	BX Ramite			77.00
3/27/57	Flint Screen			26.65
"	Flint Screen			28.95
"	Formed for Simplicity			6.07
5/6/57	Flint Screen			168.72
"	" "			50.52
5/7/57	" "	40.65		
"	" "	35.00		
"	" "	51.10		
"	" "	52.30		
"	" "	47.52		
"	" "	64.33		
4/30/57	" "			42.54
"	" "			188.40
"	" "			90.00
4/23/57	" "			56.40
"	" "			62.70
"	" "			43.89
"	Forming charges			18.20
4/23/57	Flint Screen			104.61
9/27/57	" "			84.48
"	" "			37.20
"	" "			31.00
"	" "			83.28
"	" "			21.93
8/28/57	" "			51.00
8/28/57	" "			122.16
8/7/57	" "			72.00
"	Formed for El Jay			15.60

EXHIBIT A

INDUSTRIAL SUPPLY CO.

Date	Description	Charged to Contract Durbin 4826 Cave Junction	 Saxton 4858 Cave Junction	 Centrel 4857 Louse Creek
		$		$
7/31/57	Flint Screen			39.60
"	Formed for El Jay			7.80
"	Flint Screen			34.80
"	Formed for El Jay			4.20
7/22/57	Flint Screen	57.20		
"	Formed for Simplicity	11.70		
2/1/57	Stainless Steel Bank			24.00
"	Stainless Steel			24.00
"	Screwlock Buckles			10.00
"	Flatmild Steel			12.22
"	Air hose			7.47
"	Ideal hose clamps			3.50
"	Pipe nipples			.48
"	" "			.66
"	" couplings			1.80
"	" Tees			1.38
"	" "			.74
"	" Bushing			.22
"	Machine bolts			1.64
"	" "			2.52
"	Pipe Nipples			.48
5/11/57	Vacuum Hand Pump			32.50
2/13/57	Taper-Lock bushing			10.08
7/29/57	Form Shackles			3.60
"	Conv. Chain			75.20
4/26/57	Riggers Blocks			34.80
"	Cable Clamps			2.88
"	Hydraulic Jack fluid			2.20
"	Hein Werner Jack			39.35
7/1/57	High Test Coil Chain			13.50
"	Cold Sheets			.22
"	Crab Hooks			.50
4/13/57	Adaptor body for pump			2.95
5/11/57	Adaptor body for Pump			5.58
	TOTAL	$ 551.79		$ 3,183.75

RECEIVED
DEC 17 1957
FOR FILING

December 16, 1957

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

Attached is acopy of a claim which has been filed with the Secretary of State by Industrial Supply Co., through George Leoma, U. S. National BankBuilding, Roseburg, Oregon. The claim is in the amount of $3,183.75 for materials furnished on our Contract No. 4857, awarded to Central Paving Company for paving the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County. These materials were apparently furnished to John R. Saxton, Roseburg, who may have operated as a subcontractor.

The claim also specified an amount of $551.79 for materials furnished on our Contract No. 4824, awarded to Durbin Bros. for construction of the East and West Forks, Illinois River Bridge Section on the Redwood Highway in Josephine County; and on Contract No. 4838, awarded to John R. Saxton for rock production on the Hayes Hill-West Fork, Illinois River Bridge Section of the Redwood Highway in Josephine County. No breakdown is given as to the amount which applies to each of these contracts.

This information is provided as your Company appears as surety on the performance bond furnished with each of th ese contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CC:
Victor S. Risley Co.
223 Board of Trade Bldg.
Portland 4, Oregon

Mansfield & Co.
303 Lewis Bldg.
Portland 4, Ore.

John R. Saxton
5461 S. W. Dillard Hwy.
Roseburg

Central Paving Co.
Independence, Oregon

Durbin Bros.
Eugene, Oregon

NOTED ON CARD

Commissioners, Mr. W. C. Williams, Mr. Forrest Cooper

RECEIVED
DEC 2 1957
FOR FILING

December 2, 1957

Mr. George Luoma
U. S. National Bank Building
Roseburg, Oregon

Dear Sir:

This is in reply to your letter of November 22 concerning claims, in unstated amounts, by Industrial Supply Co. against our Contracts 4826, 4858, and 4857. The certified copies of the contracts will be forwarded by separate mail as soon as they have been prepared.

Contract 4857, awarded to Central Paving Company, was completed October 31, 1957 but has not yet been accepted by the Highway Commission.

Contract 4858, awarded to John R. Saxton, was completed July 10, 1957 and accepted by the Highway Commission September 12. Final payment was mailed September 20.

Contract 4826, awarded to Durbin Bros., was completed November 19, 1957 but has not yet been accepted by the Highway Commission.

Although you are no doubt familiar with the law, we have attached, for your convenience, excerpts outlining procedure for filing with the Secretary of State.

If you wish us to consider these claims as filed with this office, please advise the amounts and other pertinent data.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

8-10-11-12 U.S. NATIONAL BANK BUILDING

TELEPHONE 3-6641

LAW OFFICES
GEORGE LUOMA
ROSEBURG, OREGON

November 22, 1957

State Highway Department Engineer
State Highway Department
Salem, Oregon

Re: Industrial Supply Co. claim for materials furnished on Contracts 4826, 4858 and 4857.

Dear Sir:

I represent Industrial Supply Co. on the above, and although there is no present intention to file complaint on any bond, it is our desire for the present merely to comply with statutory requirements to preserve legal rights thereunder.

Enclosed is affidavit of client executed pursuant to ORS 279.524. This section also requires that the affidavit be furnished "to the proper officer of the state . . . . under whose direction the work is being or has been prosecuted". Kindly advise if you are the proper officer to whom this affidavit is to be presented.

ORS 279.522 provides that upon making application and furnishing of the affidavit client is to be furnished with a certified copy of the contract and bond upon which client supplied materials. Accordingly, I ask for certified copies of the contracts and bonds for each of the three jobs above mentioned and more particularly described in the affidavit.

This procedure is being followed because ORS 279.526 and 279.528 require client to present and file a notice of claim prior to the expiration of six months immediately following the completion of the contract with an acceptance of the work by the affirmative action of the State. Advise if the contracts have been so completed and accepted, and if so please provide the dates.

It is my understanding that client furnished the materials used on the jobs to John Saxton who was the contractor on 4858 contract and also subcontractor on the other two.

Very truly yours,

George Luoma

GL/as
Enc.
cc: Durbin Bros., Eugene, Ore.
Central Heating of Independence, Independence, Ore.
John Saxton, Star Route, Merlin, Oregon
Industrial Supply Co., Roseburg, Oregon

REFERRED TO
BY SECRETARY

RECEIVED
NOV 27 1957
OREGON
STATE HIGHWAY COMMISSION

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Douglas)

I, REX ROBERTS, being first duly sworn on oath depose and say:

1. That I am President of Industrial Supply Co., an Oregon corporation, and make this affidavit in behalf of said corporation with proper authority pursuant to a resolution duly and regularly adopted by the Board of Directors of said corporation.

2. That materials for the prosecution of the work provided for in the below mentioned contracts have been supplied by said corporation and payment for said materials has not been made.

3. That said contracts are the following:

Contract No.	Job	Location
4826	Durbin Bros. of Eugene	Cave Junction, Ore.
4858	John Saxton (Personal)	Cave Junction, Ore.
4857	Central Heating of Independence	(Louse Creek) Grants Pass, Ore.

Rex Roberts

Subscribed and sworn to before me this 25 day of November, 1957.

Lorie B. Stewart
Notary Public for Oregon
My Commission expires 4-25-61

RECEIVED
NOV 22 1957
FOR FILING

I-L-(7)

4857

Nov. 21, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to Central Paving Company a portion of the funds heretofore retained by the Commission on Contract No. 4857, for paving on the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County.

This payment, in the amount of $69,359.70, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $13,917.37. The present payment will be released on or after Dec. 2, 1957.

There is a claim filed against John R. Saxton, sub-contractor for Central Paving Company by Dale Prow, in the amount of $566.73 for labor and materials, of which you have been previously notified.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 6 1957
FOR FILING

F-138(7)

4857

November 5, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 31, 1957, on Contract No. 4857, Lower Grants Pass-Grants Pass Section, in Josephine County, in connection with Federal Aid Project No. I-138(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EGP:c Clarence G. Swanson

RECEIVED
NOV 5 1957
FOR FILING

Nov. 4, 1957

Bowe and Martin
Manchel Bldg., P. O. Box 307
Grants Pass, Oregon

Attention: Mr. Samuel M. Bowe

Gentlemen:

This is to acknowledge your letter of October 30 to which was attached an itemized statement of claim by Dale Prow against John R. Saxton, a subcontractor on our Contract No. 4857, awarded to Central Paving Company, Independence, Oregon, for paving the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County.

This contract to date has not been completed. If you feel it desirable to protect your client's claim against the bond on this contract for a period longer than six months following completion and acceptance of the contract, the claim should be filed with the Secretary of State. As stated in our previous letter, the performance bond on this contract was furnished by United Pacific Insurance Co., 223 Board of Trade Building, Portland 4.

We will notify the surety and the contractor that the claim has been received and will also record it in our records.

For your convenience, we have attached excerpts from the Oregon laws outlining the procedure for filing a claim with the Secretary of State.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FC:em

attach.

NOTED ON CARD

LAW OFFICES OF
BOWE AND MARTIN
MANCHEL BUILDING
GRANTS PASS, OREGON

SAMUEL M. BOWE
WALLY P. MARTIN

MAILING ADDRESS: P. O. Box 307
PHONE GREENWOOD 6-2990

October 30, 1957

4857

State Highway Department
State Highway Building
Salem, Oregon

Attention H. B. Glaisyer, Secretary
Re: Dale Prow vs. John R. Saxton

Gentlemen:

Thank you for your response of October 25. I enclose herewith an itemized statement of the account of Dale Prow certified as to labor and materials having been furnished to John R. Saxton in connection with the performance of his subcontract for the construction of the Louse Creek-Grants Pass section of the Pacific Highway. Claim is hereby made on behalf of Dale Prow against the principal contractor, Central Paving Company, and against the surety company insuring performance of the contract, United Pacific Insurance Company of Portland.

We definitely are placing this as a claim against the contract and if any further forms or information are needed, would you kindly supply this office with such forms or inquire for additional information.

Yours very truly,

Samuel M Bowe

SAMUEL M. BOWE

SMB/es
enc.

RECEIVED
OREGON

NOTED ON CARD

GR 6-2596

DALE PROW

INDUSTRIAL MACHINERY

OXYGEN AND ACETYLENE
WELDING SUPPLIES

P. O. BOX 477

GRANTS PASS, OREGON

"Page 1"

October 29, 1957

Itemized account of John R. Carton, Contractor

May 1, 1957 — Inv. #19622	- - 3 cylinders Oxygen	15.00	
	3 cylinders acetylene	13.60	
			28.60
May 2, 1957 — Inv. #11323	- - 2 sets of Oxy fittings	3.20	
	1- 10' Leader Hose	6.80	10.00
May 9, 1957 — Inv. #11372	- - 3 cuts on 1½" Shafting		35.00
May 13, 1957 — Inv. #19703	- - 3 cylinders Oxygen	15.00	
	2 Cylinders acetylene	10.90	25.90
May 13, 1957 — Inv. #11397	- - 2 - Air connectors	1.60	
	1 - Aluminum Flux	1.00	2.60
May 21, 1957 — Inv. #19761	- - 3 cylinders Oxygen	15.00	
	2 cylinders acetylene	10.90	25.90
May 21, 1957 — Inv. #19764	- - 3 cylinders Oxygen	15.00	
	2 cylinders acetylene	10.50	25.50
May 23, 1957 — Inv. #11477	- - 10# 5/32 Stainless Rod	11.88	
	50# 5/32 W-616A Electrodes	12.00	
	50# SA-85 5/32 Electrodes	11.00	
	10 pcs Soapstone	.60	35.48
June 5, 1957 — Inv. #19839	- - 3 cylinders Oxygen	15.00	
	2 cylinders acetylene	10.50	
	50# SA-85 1/8" Electrodes	11.00	36.50
June 10, 1957 — Inv. #19883	- - 3 cylinders Oxygen	15.00	15.00
June 10, 1957 — Inv. #11582	- - 1 -3-101 Victor Tip		3.50
June 11, 1957 — Inv. #19893	- - 2 cyls. acetylene		11.25
June 13, 1957 — Inv. #11624	- - 200# S.A. 85 Electrodes	39.00	
	3 - Hose fittings	2.40	41.40
June 19, 1957 — Inv. #19950	- - 2 cylinders oxygen	10.00	
	1 cyl. acetylene	4.70	14.70
June 21, 1957 — Inv. #11667	- - 50 # 5/32 W616A Electrodes		12.00
June 22, 1957 — Inv. #19973	- - 3 cyl. oxygen	15.00	
	2 cyls. acetylene	8.70	23.70
		Sub- total	347.03

GR 6-2596

DALE PROW

INDUSTRIAL MACHINERY

OXYGEN AND ACETYLENE
WELDING SUPPLIES

P. O. BOX 477

GRANTS PASS, OREGON

"Page 2"

October 29. 1957

Sub-Total
From 1st Page $347.03

Itemized account of John M. Sarton, Contractor

June 26, 1957 — Inv. #19993	-- 3 cylinders oxygen 15.00 2 cylinders acetyl. 10.50		25.50
June 26, 1957 — Inv. #19994	-- 1 cylinder Oxygen		3.45
July 2, 1957 — Inv. #20028	-- 3 cylinder oxygen 15.00 50# SA 85 Electrodes 11.00 2- Shade 4 & 5 Lenses 1.80		27.80
July 9, 1957 — Inv. #20062	-- 3 cylinders oxygen 15.00 3 cylinder acetylene 16.25 1 - Jackson Elec. Holder 6.30		37.55
July 19, 1957 — Inv. #20127	-- 3 cylinders oxygen 15.00 2 cylinders acetylene 10.10		25.10
July 23, 1957 — Inv. #20160	-- 2 cylinders oxygen 10.00 2 acetylene 10.50		20.50
July 23, 1957 — Inv. #11974	-- 50# Fleet 25-5/32 Elec. 9.50 50# W616A Electrodes 11.00 6- cable terminal conn. 1.92		21.92 **
July 24, 1957 — Inv. #20164	-- 1 cyl. Oxygen 5.00 1 cyl. acetylene 5.05		10.05
Aug. 1, 1957 — Inv. #12069	-- 2-Shurlite Lighter .50 10- Soapstone .50		1.00
Aug. 3, 1957 — Inv. #12081	-- 25# 3/16 W-2308 Electodes 31.25		31.25
Aug. 5, 1957 — Inv. #20248	-- 3 cyl. Oxygen 15.00 2 cyl. acetylene 13.75 25# W2308 Stainless Elec. 31.25		60.00
Aug. 10, 1957 — Inv. #12116	-- 37# G.E. W616A Electrodes 9.25 50# SA 85- 5/32 Elect. 11.50		20.75
Aug. 13, 1957 — Inv. #20284	-- 3 cylinder Oxygen 15.00 1 cylinder Acetylene 5.66		20.66
Aug 15, 1957 — Inv. #12156	-- 2-3-101 Victor Cutting tips 7.00 6- Cover Glass .30 5# - 1/8 Bronze Rod 5.00		12.30
Aug. 15, 1957 — Inv. #12163	-- 10# W-70 5/32 Electrodes 17.10 5# - 1/8 Mild Acety. Rod 1.00		18.10
		Sub-total	682.96

GR 6-2596

DALE PROW

INDUSTRIAL MACHINERY

OXYGEN AND ACETYLENE WELDING SUPPLIES

P. O. BOX 477

GRANTS PASS, OREGON

"Page 3 "

Sub-total $ 682.96

October 29, 1957

Itemized acct of John R. Saxton:

Aug. 21, 1957	Paid on account		Cr. 250.00
Aug. 20, 1957 — Inv. #20324	3 cylinders oxygen	15.00	
	2 cylinders acetylene	10.91	25.91
Aug. 27, 1957 — Inv. #20358	3 cylinders oxygen	15.00	
	2 cylinders acetylene	10.58	
	50# SA85 Electrodes	11.50	
	3- Wire Brushes	1.65	38.73
Aug. 29, 1957 — Inv. #12243	50# Fleet 5 Electrodes	10.25	10.25
Sept. 11, 1957 — Inv. #20421	2 cylinders oxygen	10.00	
	1 private cyl. oxygen	3.50	13.50
Sept. 25, 1957 — Inv. #20497	2 cylinders oxygen	10.00	
	1 cylinder acetylene	5.99	
	1 can Flux	.95	16.94
Sept. 27, 1957 — Inv. #12416	1 Victor #7 Weld. Tip.		6.00
Oct. 1, 1957 — Inv. #20521	2 cylinder oxygen	10.00	
	1 cylinder acetylene	5.44	15.44
Oct. 2, 1957 — Inv. #12448	Rambler Chevy Universal Joint Net.		7.50
	Total		$567.23
Refer to Mark: (**) on 2nd page.	Error in addition on Inv. #11974		- .50
	Total Account to Date.		$ 566.73

Dale Prow

I hereby certify that the foregoing is a true statement of my account against John R. Saxton; that all of the laboriand material on the invoices mentioned were actually furnished to the said John R. Saxton on the dates mentioned and for the performance by the said John R. Saxton of a contract for highway construction known as the Louise Creek-Grants Pass Section of the Pacific Highway; that there are no credits or offsets to the same except as shown on the foregoing account and that the said John R. Saxton justly owes me the sum of $566.73 in connection with said work.

Dale Prow

RECEIVED
NOV 5 1957
FOR FILING

filed

T (2111)

4857

Nov. 4, 1957

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

We have received a statement of claim from Samuel M. Bowe, P. O. Box 307, Grants Pass, Oregon, in behalf of Dale Prow, P. O. Box 477, Grants Pass, in the amount of $566.73. The claim is for labor and materials furnished to John R. Sarton, who apparently was a subcontractor on Contract No. 4857, awarded to Central Paving Company for paving the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County.

This information is provided as your company appears as surety on the performance bond furnished with the above mentioned contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:em
cc: United Pacific Ins. Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

Central Paving Co.
P. O. Box 38
Independence, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

I 134(7)
4857

For Week Ending November 2, 19 57

Section Louse Creek - Grants Pass
Highway Pacific County Josephine
Contractor Central Paving
Date of contract January 23, 19 57
Date work started February 26, 19 57
Project authorization . . . . . $ 528,761.93
Exclusive of engineering . . . . $ 491,161.08

Kind of work Paving
Section prefix 17 - 1108
Contract number 4857
Specified work days 120
Work days used 120
Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 485,500.00
Estimated per cent overrun or underrun . . . . . 1.2 %
Per cent of contract completed, based on total contract price . . . . . 1.0 %
Engineering authorization . . . . . $ 37,600.85
Engineering cost to date $ 31,853.00, 84.7 % Date project was completed Oct. 31st, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed painting guard fence and cleaning up along roadway. Due to foggy weather the fore part of the week, contractor was not able to paint except in afternoons.

CONSTRUCTION DIVISION
RECEIVED
NOV 4 1957
NOTED CE ASE ASE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed Steve E. Roberts

Address P. O. Box 306, Grants Pass

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.81	2.85		2.85	2.85
Miles partially completed	-------	---------		---------	---------
Miles completed	0.81	2.85		2.85	2.85
Total estimated quantities (contract)	32,000	70,600	4,000	1850 Cu. Yds. 182 Tons Oil	27,300
Total quantities corrected to date	34,000	69,305	3750	1840 Cu. Yds. 174 Tons Oil	25,944
Estimated quantities moved or placed to date	34,000	69,305	3750	1840 Cu. Yds. 174 Tons Oil	25,944
Average daily quantities	---------	---------	---------	----------	---------
Average daily quantities necessary to complete project on time	----------	----------	--------	-------	---------
Number shifts per day	1	---------	--------	---------	---------
Hours per shift	8	---------	---------	---------	---------
Average force on project for week	4	---------	---------	---------	---------

Men 3

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Foggy		
Monday	Foggy		
Tuesday	Foggy		
Wednesday	Foggy		
Thursday	Bright		
Friday	Fair		
Saturday			

RECEIVED
OCT 30 1957
FOR FILING

I 12-71
4857

October 29, 1957

American Steel & Supply
P. O. Box 1346
Medford, Oregon

Attention: Mr. Clair L. Larson
Manager

Gentlemen:

This is in reply to your letter of October 24 concerning a claim you have against John R. Saxton for crushed rock furnished on a paving job in the Merlin-Grants Pass area.

We believe that the project to which you refer is our contract No. 4857 awarded to Central Paving Company, P. O. Box 38, Independence, for paving the Louse Creek-Grants Pass Section of the Pacific Highway.

United Pacific Insurance Company, through Victor S. Risley Co., 223 Board of Trade Building, Portland 4, furnished the performance bond for this contract. The bond is given to assure completion of the work and payment of all bills incurred in the contract.

The State does not recognize subcontractors but looks to the principal contractor and his bond for satisfactory completion of the project and payment of all bills.

If you wish to file a claim against this project, please give us further details concerning the amount of the claim and if it applies to the contract mentioned above.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Central Paving Co.
P. O. Box 38
Independence, Oregon

FAQ:fp

PHONE SP 2-7181

AMERICAN
Steel & Supply
MEDFORD, INC.
P. O. BOX 1346 - 703 SO. GRAPE STREET - MEDFORD, OREGON
Steel ❖ Pipe ❖ Hardware ❖ Bolts ❖ Nuts ❖ Etc.
Mill, Logging and Industrial Supplies

October 24, 1957

4857

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

We have an account on our books which is past due in the name of "John R. Saxton", Merlin, Oregon. This company furnished crushed rock to the Central Paving Company of Independence, Oregon on a paving job for the State of Oregon in the Merlin- Grants Pass area. As Central Paving was bonded on this job we would like to know if their bondsmen would not be responsible for the bills of the "Saxton Company" for supplies which he bought while furnishing the rock.

We will appreciate very much your answer to this matter.

Very truly yours,

AMERICAN STEEL & SUPPLY MEDFORD, INC.

Clair L. Larson
Manager

CLL/em

REFERRED TO
BY SECRETARY

RECEIVED
OCT 25 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 23 1957
FOR FILING

October 25, 1957

Bowe and Martin
P. O. Box 307
Grants Pass, Oregon

Attention: Mr. Samuel M. Bowe

Gentlemen:

We have your letter of Oct ober 23 concerning bills owed by John R. Saxton in connection with his operations on the highway construction contract in the vicinity of Grants Pass. We believe that the contract involved is the Louse Creek-Grants Pass Section of the Pacific Highway, o n which the principal contractor is Central Paving Co., P. O. Box 38, Independence.

As you probably know, the principal contractor provides a performance bond for the full amount of the contract, and that this bond is given to assure completion of the contract and payment of all bills incurred in it. The State does not deal with subcontractors but looks to the principal contractor and his surety for the performance of the contract. United Pacific Insurance Company, through Victor S. Risley Co., 223 Board of Trade Building, Portland, furnished the bond for this contract.

If you wish us to consider this as a claim against the contract, please let us know the details concerning the amount of the claim, location, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Central Paving Co.
P. O. Box 38
Independence, Oregon

FAQ:fp

LAW OFFICES OF
BOWE AND MARTIN
MANCHEL BUILDING
GRANTS PASS, OREGON

SAMUEL M. BOWE
WALLY P. MARTIN

MAILING ADDRESS: P. O. Box 307
PHONE GREENWOOD 6-2390

October 23, 1957

State Highway Engineer
State Highway Building
Salem, Oregon

Dear Sir:

I am representing one of the creditors of John R. Saxton who is apparently unable to pay his bills as a result of his operations while engaged in the performance of work on the highway system in the vicinity of Grants Pass. I do not know what Mr. Saxton's relationship to the Highway Commission is, but I am wondering if you would advise me the general contractor and whether or not Mr. Saxton's operations are covered by a performance bond, either of his own or of the general contractor. Your prompt attention will be appreciated.

Yours very truly,

Samuel M. Bowe

SAMUEL M. BOWE

SMB/es

REFERRED
BY SECRETARY

RECEIVED
OCT 24 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

FORWARDING

FORM E-30X—SSM—6-55—68809

1-12.(7)

4.57

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 10, 1957
Salem Office

SUBJECT: Pacific Telephone & Telegraph Co.
Coaxial Cable Adjustment
Louse Cr.-Grants Pass Sec.
Pacific Highway
Josephine County

To: Mr. L. H. Young
Assistant Construction Engineer
O f f i c e

Herewith I hand you copy of letter received from the Pacific Telephone and Telegraph Company.

This seems to cover the same section of highway which was the subject of my letter to the Company dated April 22, 1957, written in response to your communication to me of April 19, 1957.

It may be that you will want to make a direct reply to the Company, in which case I would like a copy of your communication.

If you desire me to write further to the Company, please give me full details of the matter. I notice one thing regarding access to the manholes at Station 1201+07, and I suppose that this will necessarily involve questions of restriction of access under the 1956 Federal Interstate Highway Act and the requirements under our own Throughway Law.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper
Mr. Frank Morgan
Mr. G. E. Roberts

NOTED
FORREST COOPER

RECEIVED
OCT 10 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 14 1957
FOR FILING

FORM E-30X—GSR—9-55—66209

1-138(7)

4257

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 10, 1957
Salem Office

SUBJECT: Pacific Telephone & Telegraph Co.
Coaxial Cable Adjustment
Louse Cr.-Grants Pass Sec.
Pacific Highway
Josephine County

To: Mr. L. H. Young
Assistant Construction Engineer
O f f i c e

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J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper
Mr. Frank Morgan
Mr. G. E. Roberts

NOTED
FORREST COOPER

RECEIVED
OCT 10 1957
OFFICE OF
STATE HIGHWAY ENGINEER

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

RECEIVED
OCT 1 0 1957
LEGAL DEPT.

EUGENE, October 8, 1957

COPY FOR: J. W. De SOUZA, ASSISTANT COUNSEL, STATE HIGHWAY DEPARTMENT, Salem

Oregon State Highway Department
Box #306
Grants Pass, Oregon

Attention: Mr. O. E. Roberts

Gentlemen:

Mr. Roberts has verbally requested that we submit an estimate of our costs to relocate our plant on Scoville Road south of Oak Park Drive in conflict with a proposed connecting road of the planned North Grants Pass Interchange.

The plant affected is that previously lowered, at your request and our expense, in connection with your Project I-138(7); it involves the underground section between our manholes located at Stations Lc 1201+07 and Lc 1196+25, and consists of 4-way concrete-encased vitrified clay conduit containing a coaxial toll cable and one 101 pair exchange cable.

Your final Interchange Plan now indicated a connecting road to intersect Scoville Road at about Station Lc1199+22; we cannot further lower our plant to clear such construction; we must relocate by replacing the entire section between manholes.

We have not been told whether or not you intend to reimburse us for the expenses to be incurred if this second relocation is necessary, but we will furnish our estimated costs of the work on a billing basis:

Material	$2072.00
Labor	2387.00
Contract Costs (Equipment Rental & Labor)	3461.00
Total	$7920.00
Less:	
Depreciation Credit Allowance	$1310.00
Salvage	
Net Estimated Billing	$6610.00

The required length of toll cable must be manufactured on special order and it cannot be obtained until about twenty-three weeks after the requisition is placed. Therefore, we cannot remove our plant in conflict with the connecting road before about April or May 1958, even if notice to relocate is received immediately.

According to previous advice, our plant will not conflict with the proposed freeway bridge overcrossing Scoville Road. Perhaps your bridge plans are now firm, and they might be reviewed to verify if such is the case. If relocations were necessary, we should like to coordinate all our work on Scoville Road.

We also request that you will consider providing some way of vehicular access to the manhole at Station 1201+07 in front of our repeater hut property. On the infrequent occasions when it will be necessary to do some cable work in the manhole - particularly when a future cable must be pulled in - an equipment truck will have to be driven to the manhole location.

Yours very truly,

C. J. QUIRK

C. J. Quirk
District Plant Engineer

KLH:jo

cc: J. W. De Souza
Assistant Counsel
State Highway Department
Salem, Oregon

D. H. Wood
Senior Engineer
Medford, Oregon

RECEIVED
MAY 23 1958
FOR FILING

F-128(7)

4852

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3, 1957

SUBJECT: Louse Creek - Grants Pass
Contract No. 4857

To: Tom Edwards
Construction Engineer

ATT: L. H. Young
Assistant Construction Engineer

I am returning herewith, the Ground Lease and Assignment of Lease in the above entitled matter.

I have signed the Assignment of Lease as Chief Counsel. Mr. Sorenson of the staff has carefully reviewed the Ground Lease, and Assignment of Lease and the Title Report and it is his opinion that the State is adequately protected, and I return the documents to you for further processing.

LEONARD I. LINDAS

LJLamb
Enc.

cc: Mr. H. B. Glaisyer
Mr. S. H. Probert

NOTED
H. B. GLAISYER

REFERRED TO
BY SECRETARY

ASSIGNMENT OF LEASE

FOR VALUE RECEIVED, JOHN R. SAXTON, contractor on highway (bridge) construction contract No. 4857, does hereby sell, transfer, assign, and set over to the Oregon State Highway Commission, for the duration of said contract, all its right, title and interest in and to the lease affixed hereto, reserving the right to go upon and use the leased premises for the purpose of said contract, and, further, does agree to indemnify and hold harmless the said Highway Commission, its members, officers, employees, and agents against any and all claims or damages which may result from the use of the property covered by said lease during the term of this assignment.

Attachments:

1. Copy of lease from EUGENE DEBBS POTTS and BOBBYE POTTS, his wife, (lessors) to John R. Saxton (contractor-lessee) dated April 8, 1957, covering a parcel of land in Section 10, Township 35 South, Range 6 West of the Willamette Meridian, Josephine County, Oregon.

2. Title report of lessor.

September 17, 1957
Date

John R. Saxton
Contractor

Grants Pass, Oregon
Place

By

STATE OF OREGON)
) ss.
County of Josephine)

On this 13th day of September 1957, personally came before me, a Notary Public in and for said County and State, the within named JOHN R. SAXTON to me personally known to be the identical person described in, and who executed the within instrument, and who personally acknowledged to me that he executed the same freely and voluntarily for the uses and purposes therein named.

WITNESS MY HAND AND OFFICIAL SEAL the day and year last above written.

Mary Louise Smith
Notary Public for Oregon
My Commission Expires: 12/2/59

ACCEPTANCE RECOMMENDED:

Deputy State Highway Engineer

ACCEPTED, on behalf of the State Highway Commission

Chief Counsel

SHERMAN S. SMITH

Rogue River Title Company

TITLE INSURANCE - ABSTRACTS - ESCROWS
324 N. W. SIXTH STREET - PHONE GR 6-6891
GRANTS PASS, OREGON

AFFILIATED WITH
COMMONWEALTH TITLE
INSURANCE CO.
PORTLAND, OREGON

September 17, 1957 Order No. 57681

Mr. Sherman S. Smith
127 N. W. "D" Street
Grants Pass, Oregon

Dear Sir:

We are prepared to issue an Owner's title insurance policy through Commonwealth Title Insurance Co. in the amount of $ open on:

The Northeast quarter of the Southwest quarter of Section 10, Township 35 South, Range 6 West of the Willamette Meridian, Josephine County, Oregon.

Serial No. 2926

showing the title on Sept. 12, 1957 at 5:00 O'clock P.M., vested of record in:

EUGENE DEBS POTTS
an estate in fee simple

subject to the usual printed exceptions, and also the following:

1. Reservation of all mineral rights and rights of way to Josephine County as set out in Instrument No. 182244 on September 16, 1957.

Note: 1957-58 taxes due, but not yet payable.

Very truly yours,

ROGUE RIVER TITLE CO.

By: Robert H. Thomas, Jr.
President

RHT:jb

THE COMPANY ASSUMES NO LIABILITY UNDER THIS PRELIMINARY REPORT UNTIL THE FULL POLICY PREMIUM HAS BEEN PAID.

GROUND LEASE

THIS INDENTURE, made 17th day of September 1957, by and between EUGENE DEBBS POTTS, joined by his wife, BOBBYE POTTS, hereinafter called Lessors, and JOHN R. SAXTON, hereinafter called Lessee,

WITNESSETH:

That the said Lessors for and in consideration of the covenants and agreements hereinafter mentioned, to be kept and performed by said Lessee, his agents, representatives and assigns, have leased and do hereby lease and let unto the said Lessee all that tract or parcel of land situate in Josephine County, State of Oregon, and particularly described as follows, to-wit:

> The Northeast Quarter of the Southwest Quarter of Section 10, Township 35 South, Range 6 West of the Willamette Meridian.

TO HAVE AND TO HOLD the said above described premises, with the appurtenances, unto the said Lessee, his agents, representatives and assigns from the date first above written for, during and until ninety (90) days after the completion of all work on the Grants Pass - Louse Creek Section project, or until all stored crushed rock, sand, gravel and other road building materials have been removed, whichever occurs first.

And the Lessee, in consideration of the leasing of the premises as aforesaid by the Lessors to the Lessee, does covenant and agree with the said Lessors, their heirs and assigs, to pay the said Lessors rent for said premises as follows, to-wit: One and no/100 Dollars ($1.00), and other valuable considerations, said sum to be full and complete and entire compensation for the entire period covered by this lease.

IT IS UNDERSTOOD AND AGREED, that the said Lessee shall not sublet said premises, or any part thereof, or assign this lease without the written consent of the Lessors had and obtained thereto.

IT IS UNDERSTOOD AND AGREED, that the said premises are leased and taken by the Lessee for the purpose of storing crushed rock, sand and gravel, and other road building materials and/or equipment and supplies, and it is further understood and agreed that Lessee may erect and maintain on said premises such buildings or structures, or may place and install thereon machinery or equipment necessary in the use and employment of said premises by Lessee in connection with highway construction and maintenance.

The Lessee hereby agrees at the expiration of said term or upon a sooner termination of this lease, to quit and deliver up the above described premises to the said Lessors, or those having their estate therein, peaceably, quietly, and in as good order and condition as the same now are or may be put in by Lessors or those having their estate in the said premises, reasonable use thereof excepted, and likewise considering purposes for which the said premises are leased.

IT IS FURTHER AGREED AND UNDERSTOOD that any structure, equipment or machinery placed upon said premises by Lessee shall at all times remain the property of the Lessee, and may be removed at the option of the Lessee or his agents, representatives and assigns.

This lease and agreement shall bind Lessors, their heirs, executors, administrators, successors or assigns.

IN WITNESS WHEREOF, the parties hereto have affixed their signatures the day and year first above written.

Eugene Debbs Potts (SEAL)

IN PRESENCE OF:

M. L. Smith

Marine Pilkington

(SEAL)

LESSORS

John R. Layton (SEAL)

LESSEE

STATE OF OREGON)
) ss.
County of Josephine)

ON THIS 17th day of September 1957, before me, a Notary Public in and for said County and State, personally appeared the within named EUGENE DEBBS POTTS and BOBBYE POTTS, husband and wife, to me personally known to be the identical persons described in and who executed the within instrument, and who acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

WITNESS MY HAND AND OFFICIAL SEAL the day and year last above written.

Mary Louise Smith
Notary Public for Oregon
My Commission Expires: 12/2/59

RECEIVED
RECEIVED
SEP 3 - 1957
FOR FILING

FORM E-30X—37,500—8-57—1477
I-138(7)
4857

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30th, 1957

SUBJECT:

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

We return herewith payrolls submitted on Contract #4857, together with a copy of a letter from C. G. Polk, Division Engineer of the Bureau of Public Roads. As you have been previously advised this is a matter which should be policed in the field to the end that these payrolls are properly submitted.

Also, please take particular note of the last paragraph of Mr. Polk's letter indicating that progress vouchers will not be honored until this payroll matter is straightened up.

Tom Edwards
Construction Engineer

TE:AR
Enc.

cc to: Forrest Cooper

Central Paving Co.
P. O. Box 38
Independence, Oregon

RECEIVED
SEP 3 - 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORREST COOPER

08-35

August 28, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

The attached payroll submitted by Central Paving Company for the week ending August 10, 1957 on Project I-138(7) is returned for the following additional information:

1. The type of rolling performed by the roller operator (see labor craft classifications of the contract).
2. The machine or equipment operated by the employee listed as an operator.
3. The size and type of truck operated by the several different truck drivers.
4. The hours worked each day by each employee.

Payrolls submitted by Greene and Buick, Inc., subcontractor, for the weeks ending April 6, 1957 to June 8, 1957 inclusive, for Project I-138(7) were returned for correction or additional information on July 5, 1957. On July 26, 1957, Greene and Buick, Inc's. payroll for the week ending June 15, 1957 was returned with the payrolls of Central Paving Co. for the weeks ending June 29 and July 6, 1957. These payrolls with the indicated corrections or additions have not been returned.

Approval of future progress vouchers for this project will not be given until contractor's payrolls are returned containing all pertinent data necessary for checking them for compliance with the provisions of the contract.

Very truly yours,

C. G. POLK
Division Engineer

Encl.

RECEIVED
SEP 3 - 1957
FOR FILING

I-138(7)
4857

August 30, 1957

08-35

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

The attached progress voucher in the net amount of $77,921.00, for Federal-Aid Project I-138(7), has been deleted from your letter of August 28, 1957.

Payment will not be made until payrolls submitted by Greene and Buick, Inc., subcontractor, are returned corrected, as stated in our letter of August 28, 1957.

Very truly yours,

C. C. POLK
Division Engineer

Encl.

NOTED
FORREST COOPER

RECEIVED
SEP 3 - 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 1957
FOR FILING
I-138(7)
4857

June 27, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of June 14, 1957, regarding the seemingly high costs on Order for Extra Work No. 3, Contract No. 4857, Louse Creek-Grants Pass Section in Josephine County, Oregon Project No. I-138(7).

The amount of the order is preliminary estimate only. Final payment will be made on the actual cost to the contractor, on force account basis. The estimate may be high.

No 48-inch concrete pipe is available in the area of the project and it was necessary to ship the pipe from Salem. Due to the small quantity of pipe, no advantage could be taken of quantity purchase or carload shipping costs.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:er

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Mr. Probert

08-35

June 14, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Order for Extra Work No. 3
Louse Creek-Grants Pass Section,
Pacific Highway
Oregon Project I-138(7)
Contract No. 4857

Dear Sir:

The subject order for extra work is being held without action pending the submission of justification for the apparently high cost of the extra work.

The "due to laying conditions" should be amplified if they are the primary reasons for the high cost of performing the proposed work.

Very truly yours,

C. G. Polk
Division Engineer

By
E. H. Cowan
E. H. Cowan
Acting Division Engineer

RECEIVED
JUN 17 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 1957
FOR FILING

I-1-1(7)
4857

Salem, Oregon
June 19, 1957

Order for Extra Work No. 3
Contract No. 4857

Glenn E. Roberts
Resident Hwy. Engr.
Box 306
Grants Pass, Oregon

Enclosed herewith is a copy of letter from the B.P.R., asking a question that I cannot answer.

It will be appreciated very much if you will send—direct to this office—the explanation. Your estimate is about twice as high as the 1956 average of $11.02 per foot for 48" culvert pipe, but with increase in prices and labor, small quantity, and possibly difficult laying conditions, is very likely in line.

The Extra Work Order No. 3 was approved by Mr.Cooper and copy sent to you May 24.

D. B. Parkes
Contract Payments Supervisor

FORM E30—50M—6-56—56654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon.
June 20th., 1957

SUBJECT: Order for Extra Work No. 3
Contract No. 4857

To: Mr. D. B. Parks
Contract Payments Supervisor
Salem, Oregon.

Refering to the cost of the 48-inch culvert pipe installed by Extra Work Order No. 3 on contract No. 4857.

No 48-inch concrete culvert pipe was available in this area and the contractor bought this pipe in Salem. The price of the pipe was $ 8.50 per foot plus freight. For this small amount of pipe it was not practical to send a truck to Salem and the estimate of cost was based on the cost of shipping this pipe by freight. This was estimated to cost about as much as the pipe. As yet I do not have the receipted bills for the cost of the pipe and freight.

From our records it cost about $ 66 plus taxes and contractors percentage to lay this pipe. This includes necessary drainage excavation and backfilling.

The small amount of pipe used was the prime cause of the high cost of this pipe.

Glenn E. Roberts
Resident Engineer

RECEIVED
JUN 17 1957
FOR FILING

4857 08-35

June 14, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Order for Extra Work No. 3
Louse Creek-Grants Pass Section,
Pacific Highway
Oregon Project I-138(7)
Contract No. 4857

Dear Sir:

The subject order for extra work is being held without action pending the submission of justification for the apparently high cost of the extra work.

The "due to laying conditions" should be amplified if they are the primary reasons for the high cost of performing the proposed work.

Very truly yours,

C. G. Polk
Division Engineer

By

E. H. Cowan
Acting Division Engineer

NOTED
CORRECT COOPER

Original to
Mr. Probert

RECEIVED
JUN 10 1957
FOR FILING

FORM E-30X—37,500—8-57—1477
T. 12 - 7)
4857

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1957

SUBJECT:

To: Mr. L. R. Chandler
Ass't. Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between Central Paving Company and the R & M Construction Company covering Items 21 to 25, and 27 to 31, inclusive, on the Louse Creek-Grants Pass Contract No. 4857, Oregon L-138 (7) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. S. Polk (2)

NOTED
FORREST COOPER

RECEIVED
JUN 7 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 27 1957
FOR FILING

I-138(7)

4857

May 23, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering extending existing 48" concrete pipe on the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County, Contract No. 4857, in connection with Federal Aid Project No. I-138(7).

Due to revised standards it is necessary to extend existing 48" culvert pipe at Sta. 1186+91.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBPrar

FORM E-123X 37½M 10-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 22, 1957

Pacific Telephone and Telegraph Company
509 S. W. Oak Street
Portland 4, Oregon

Re: Pacific Telephone and Telegraph Company
Coaxial Cable Adjustment
Louse Creek-Grants Pass Section
Pacific Highway
Josephine County

Gentlemen:

Bids on the above titled project were received on January 23, 1957 and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. This work involves the adjustment of four manholes located on the easterly side of the Scoville Road at Stations L^e 1196, L^e 1201, L^e 1206+50, and L^e 1214, and the lowering of short sections of your underground cable at Stations L^e 1196+75 and L^e 1200+90.

In view of the fact that your existing cable is located on county road right of way, it will be the obligation of your Company to make the adjustments without cost to the State. It is requested that you proceed with the work as promptly as may be possible.

Further details may be secured from Mr. G. E. Roberts, P.O. Box 306, Grants Pass, Oregon, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RW
cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. Frank Morgan
Mr. G. E. Roberts

RECEIVED
APR 23 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 7 1957
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1-1-8(7)

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 8, 1957

The California Oregon Power Company
216 West Main Street
Medford, Oregon

Re: The California Oregon Power Company
Power Line Adjustment
Louse Creek-Grants Pass Section
Pacific Highway
Josephine County

Gentlemen:

Bids on the above titled project were received on January 23, 1957 and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. The adjustment involves the moving of 8 poles now located along the westerly side of Scoville County Road between Oak Park Drive and Morgan Lane. These poles are numbered A-3134, A-948, A-4941, A-4940, A-4939, A-4938, A-943, and A-2200. These poles are located on county road right of way. A single pole, Number A-2688, located 25 feet southerly of Station 1197+50, was placed on State right of way in accordance with Permit No. 352, dated August 10, 1929.

In view of the fact that these facilities are located on public highway right of way, it will be your obligation to make the necessary adjustments without reimbursement. It is requested that you proceed with the work as promptly as may be possible.

Further details may be secured from Mr. G. E. Roberts, Resident Engineer on the project, with headquarters in Grants Pass.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

NOTED
FORREST COOPER

JWD:RH
cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. Frank Morgan
Mr. G. E. Roberts

RECEIVED
MAR 8 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR · 1 1957

FOR FILING

I-138(7)

4857

March 1, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 26, 1957, on Contract No. 4857, Lemas Creek-Grants Pass Section, in Josephine County, in connection with Federal Aid Project No. I-138(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEP:cm

RECEIVED
MAR 4 1957
FOR FILING

I-138(7)

4857

March 1, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County, Contract No. 4857, in connection with Federal Aid Project No. I-138(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DSP:cr

RECEIVED
MAR 1 1957
FOR FILING

I-138 (7)

4857

FORM E-30X—67,500—8-56—94699

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1957

SUBJECT:

To: Mr. Frank Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between the Central Paving Company and Greene & Buick, Inc., covering Items 1 to 20 inclusive, on the Louse Creek-Grants Pass paving Contract No. 4857, Oregon I-138 (7) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

NOTED
FORREST COOPER

RECEIVED
MAR 1 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 1957
FOR FILING
I-138(7)
FORM E-30X—97,500—8-56—66658
4857

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1957

SUBJECT:

To: Mr. Frank Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between the Central Paving Company and Tuss Brothers, covering the loading, hauling and placing only of Items 32 and 33 and all of Item 34, on the Louse Creek-Grants Pass paving Contract No. 4857, Oregon I-138 (7) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

NOTED
FORREST COOPER

RECEIVED
MAR 1 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 18 1957
FOR FILING

I-1(21,7)

4829

February 18, 1957

Central Paving Co.
P. O. Box 38
Independence, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts which were awarded to you by the State Highway Commission on January 23, as follows:

Contract No. 4857, for paving on the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County.

Contract No. 4862, for paving on the Wallace Bridge—Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JAN 25 1957
FOR FILING
I 128(2)
4857

January 24, 1957

Central Paving Co.
P. O. Box 38
Independence, Oregon

Gentlemen:

The State Highway Commission on January 23, 1957, awarded to you State Highway Contract No. 4857, for paving on Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County.

This award was based on your bid of $462,550.60 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

esm

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
JAN 25 1957
FOR FILING
X
I-138(7)
OREGON DISTRICT
4857

195

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

January 23, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4857 for Oregon Project I-138(7), Louse Creek-Grants Pass Section of the Pacific Highway, to Central Paving Company of Independence, Oregon, low bidder in the amount of $462,550.60 at the January 23, 1957 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
JAN 24 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 22 1957
FOR FILING
I-138(7)
4857

January 21, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Reference is made to your letter of December 31 suggesting a modification of our metal median barrier.

It does not seem to me that inserts or ties between the rail members in each span of the rail would add anything to the utility of the barrier. One of our objectives in the design of the barriers is to provide as much flexibility as is possible so that vehicles would be brought to a stop more gradually. The effect of placing a tie between rail members would be to materially increase the stiffness of the rail and would, in a measure, defeat this purpose.

We have been watching the action of guardrails quite closely in recent months, and in almost every case the failure of a guardrail has occurred by the uprooting of the guardrail posts. I can only find a few instances where the rail members themselves have failed, and in these few instances it has been by either shearing the bolts at the connection or tearing out the bolt holes and the rail member.

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Paxson
Assistant State Highway Engineer

CGP:gm

cc Mr. W. C. Williams
Mr. S. H. Probert

P[illegible] 195-

What is your reaction to the suggestion made in paragraph 2 —?

It occurs to me if we [illegible] were [illegible] as the act as [illegible] might be possible to use light metal [illegible] each.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

December 31, 1956

[illegible]ms
[illegible]gineer

We have today approved the P. S. and E. documents for Oregon Project I-138(7), Louse Creek-Grants Pass Section of the Pacific Highway. This is to authorize your advertising for bids.

Regarding the metal median barrier, proposed for use on this project, it has occurred to us that the rail could be strengthened by the addition of one or more inserts or ties between the rail members in each span. If you have not already done so, we request that you consider the desirability and feasibility of such reinforcement.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

NOTED
G. S. PAXSON

NOTED
FORREST COOPER

RECEIVED
JAN 17 1957
OREGON
STATE HIGHWAY COMMISSION

OFFICE OF
STATE HIGHWAY ENGINEER

57 L

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S. H. Probert

08-35

December 31, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-138(7), Louse Creek-Grants Pass Section of the Pacific Highway. This is to authorize your advertising for bids.

Regarding the metal median barrier, proposed for use on this project, it has occurred to us that the rail could be strengthened by the addition of one or more inserts or ties between the rail members in each span. If you have not already done so, we request that you consider the desirability and feasibility of such reinforcement.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

NOTED
C. S. PAXSON

NOTED
FORREST COOPER

RECEIVED
JAN 17 1957
OREGON
STATE HIGHWAY COMMISSION

STATE HIGHWAY ENGINEER

FORM E-133 80M REVISED 8-52

RECEIVED
JAN 7 - 1957
FOR FILING

I-138(9)
4651

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN, Coos Bay
CHAS. H. REYNOLDS, MEMBER, La Grande
M. K. McIVER, MEMBER, Portland
H. B. GLAISYER, Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 4, 1957

R. H. BALDOCK, State Highway Engineer
W. C. WILLIAMS, 1st Asst. State Hwy. Engr.
W. W. STIFFLER, 2nd Asst. State Hwy. Engr.
C. W. ENFIELD, Chief Counsel

Josephine County Court
Courthouse
Grants Pass, Oregon

Gentlemen:

This is to advise you that on January 23, 1957, the State Highway Commission will receive bids on the Louse Creek-Grants Pass section of the Pacific Highway. It is proposed under this project to reconstruct a short section of the Scoville County Road just north of Grants Pass. The section of road to be reconstructed is shown in red on sheet no. 6 of the attached plans with the profile of the planned reconstruction outlined in red on sheet no. 5 of the plans and the typical section shown outlined in red on sheet no. 2A.

It is also proposed that this section of the Scoville Road remain in control and under the jurisdiction of the County until such time as the interchange is constructed at this location. Prior to construction of this interchange, a formal throughway agreement between the County and the State will be negotiated and this agreement will contain a clause stating that the State will assume the maintenance of this section of county road subsequent to construction of the interchange.

Please advise this office if the above proposals meet with your approval or if there are any objections to these proposals.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson

C. G. Swenson
Acting Engineer, County & City Relations

CGS:mm
Encl.

cc: G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
JAN 4 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2 - 1956
FOR FILING

I-138(7)
4857

April 30, 1956

Mr. C. O. Falk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As a part of the Federal-aid Primary Program, it is our desire to construct paving on the Lower Grants-Grants Pass Section of the Pacific Highway, located approximately one mile to four miles north of Grants Pass.

The program data for this project is as follows:

Item No.	208
County	Josephine
Project No.	FI-138(7)
FA Route No.	3
State Route No.	US 99
Terminal	Approx. 0.4 mile south of north end FI-138(6) to south end FI-138(6).
Construction Cost:	
Total Cost	$385,000
Federal Funds	195,000
State Funds	190,000
Other Funds	--
Project Totals:	
Total Cost	$385,000
Federal Funds	195,000
Length	2.80 miles
Character of Proposed Work	Four 12-foot lanes, asphaltic concrete pavement with 6 to 30 foot medians and 10 foot shoulders.

The grading, drainage and construction of subbase on this project was done under Primary Program Item No. 182, Project No. FI-136(6). Typical sections showing the ultimate improvement were submitted with that project. Also submitted were the traffic data and other pertinent information.

Very truly yours,

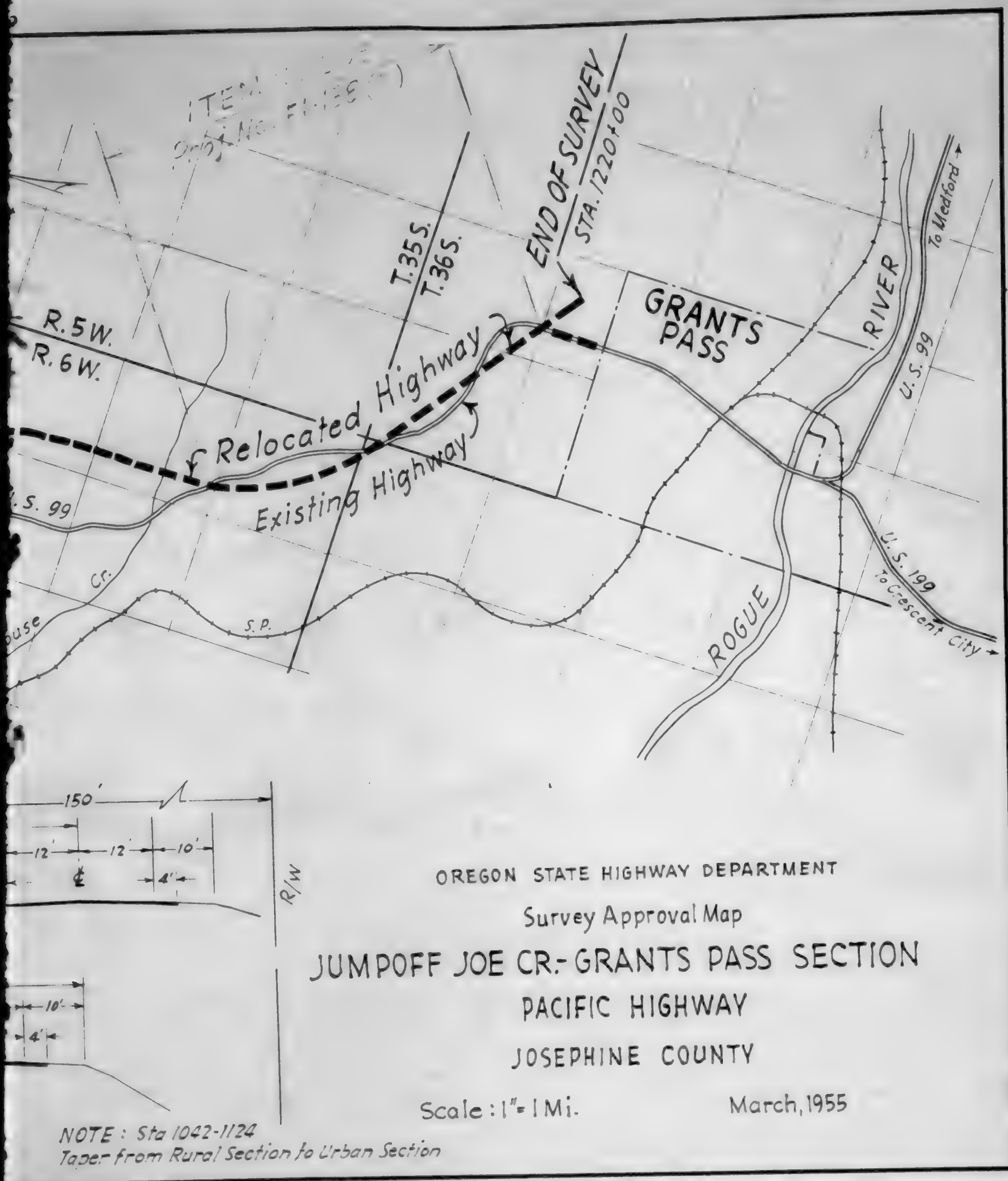
R. H. Baldock
State Highway Engineer

By

H. C. Williams
Deputy State Highway Engineer

HCW:ls

1R-5-661



NOTE : Sta 1042-1124
Taper from Rural Section to Urban Section

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

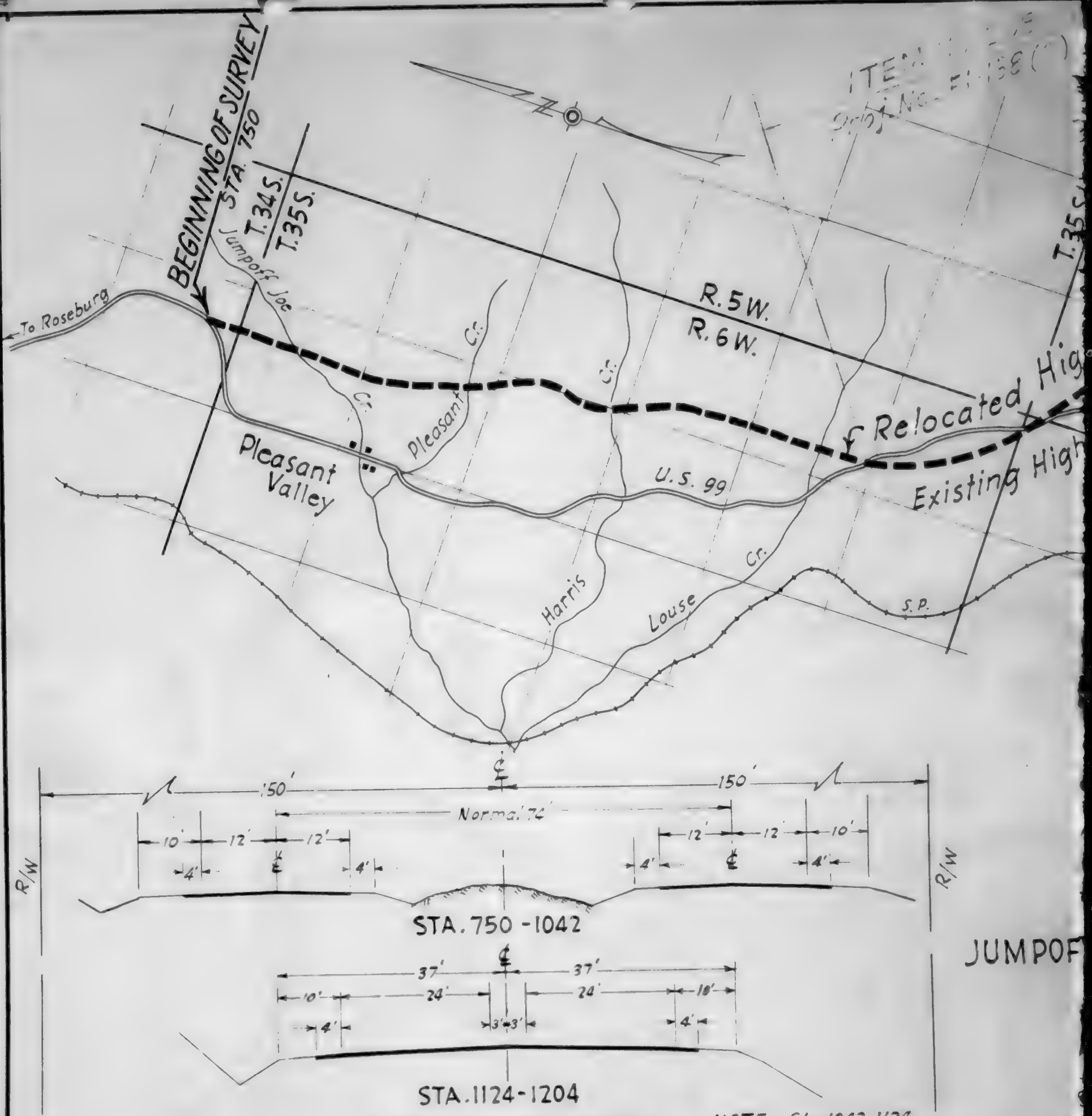
JUMPOFF JOE CR.- GRANTS PASS SECTION

PACIFIC HIGHWAY

JOSEPHINE COUNTY

Scale : 1" = 1 Mi.

March, 1955



TYPICAL SECTIONS

NOTE : Sta 1042-1124
Taper from Rural Section to Urban Sectio

JUMPOF

17-8305 Hayes Hill-W. Fork Illinois River Rock Prod. Proj. 1957

#4858

RECEIVED
APR 7 1958
FOR FILING

Contract File

12 F 2 5

4 F 58

Apr. 4, 1958

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

We have received a carbon copy of a letter addressed to the Secretary of State by Industrial Supply Company, stating that their claim in the amount of $551.79 against Contract No. 4858, awarded to John R. Barton for rock production on the Hayes Hill-East Fork Illinois River Section of the Redwood Highway, and Contract No. 4826, awarded to Durbin Bros. for work on the East & West Forks Illinois River Bridge Section, has been paid.

This claim was submitted to our office and your Company was notified on Dec. 12, 1957.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:em

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

Mr. John R. Barton
5461 S. W. Dillard Highway
Roseburg, Oregon

Durbin Bros.
Route 5, Box 480
Eugene, Oregon

Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

Victor S. Risley Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Commissioners, W. C. Williams, Forrest Cooper

INDUSTRIAL SUPPLY CO.
P. O. Box 432
Roseburg, Oregon

March 27, 1958

Secretary of State
Salem, Oregon

Re: Saxton pmt. on Notice of Claim filed by Ind. Supp. Co. 12/6/57

Dear Sir:

Notice is hereby given that the amount of $551.79 has been paid Industrial Supply Co. relative to Durbin Contract #4826 - Cave Jct. and Saxton Contract #4858 Cave Jct.

As of this date the amount of $3,183.75 under Central Contract #4857 - Louse Creek filed in conjunction with the contracts listed in paragraph one above remains unpaid.

Yours very truly,

INDUSTRIAL SUPPLY CO.

B. H. Hamilton

ch
cc: State Highway Dept. ✓
State Highway Commission ✓

RECEIVED
MAR 28 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYER

COPY

NOTED ON CARD

RECEIVED
FEB 7 - 1958
FOR FILING

4858

Feb. 6, 1958

Hon. Mark O. Hatfield
Secretary of State
Capitol Bldg.
Salem, Oregon

Attention: Geo. C. Stephens, Clerk, Records Div.

Dear Sir:

Thank you for your letter of February 5, to which was attached a copy of a claim filed with your office by Shell Oil Company against John R. Saxton, in the amount of $3,944.08 for petroleum products delivered on our Contract No. 4858, your File 3596.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:em

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

Feb. 5, 1958

MARK O. HATFIELD
SECRETARY OF STATE

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received and filed as of today a notice of claim by Shell Oil Company for petroleum products in the sum of $3944.08, Highway Contract No. 4858, our file No. 3596.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Sincerely,

MARK O. HATFIELD
Secretary of State

By Geo. Otis Stephens

Clerk
Records Division

GS:m
Enc.

REFERRED TO
BY SECRETARY
Glaisyer
would like to
send on card

RECEIVED
FEB 6 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
FEB 7 - 1958
FOR FILING

4858

Feb. 6, 1958

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Shell Oil Company in the amount of $3,944.08 for petroleum products furnished to John R. Saxton on our Contract No. 4858, for rock production on the Hayes Hill-West Fork Illinois River Section of the Redwood Highway in Josephine County.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:em
attach.

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

Hannfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

John R. Saxton
5361 S. W. Dillard Highway
Roseburg, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

SHELL OIL COMPANY

1220 S. W. MORRISON STREET
PORTLAND 5, OREGON

TELEPHONE CAPITOL 8-7321

February 3, 1958

CERTIFIED MAIL,
RETURN RECEIPT REQUESTED.

SECRETARY OF STATE
Salem, Oregon

Dear Sir:

NOTICE IS HEREBY GIVEN that the undersigned, SHELL OIL COMPANY, has a claim in the sum of Three Thousand Nine Hundred Forty Four and 08/100 ($3944.08) Dollars against the bond taken from John R. Saxton, as principal, and United Pacific Insurance Company, as surety, for the work of rock production on Hayes Hill West Fork Illinois River of Redwood Highway, Josephine County - Oregon State Highway Project No. 4858.

Said Claim is for petroleum products delivered in the construction of said above described job.

In the event said Claim is not settled and paid without an action in the courts to enforce the same, in addition to above item undersigned claims the sum of Five Hundred and 00/100 ($500.00) Dollars as attorney's fees and costs.

Dated this 3rd day of February, 1958.

SHELL OIL COMPANY

By R. H. Forbes

State of Oregon }
County of Multnomah } SS

R. H. Forbes, being sworn upon oath, deposes and says: that the above statement and claim is just, true and correct; that the labor or material therein charged was actually rendered or furnished as therein stated and that no part of the same has been paid, and the labor or material therein charged was for the benefit of said principal and sureties and the State of Oregon.

R. H. Forbes

Subscribed and sworn to before me
this 3rd day of February, 1958.

Notary Public
My Commission Expires Sept. 20, 1958

cc - John Saxton, 5461 S.W. Dillard Highway, Roseburg, Oregon
United Pacific Insurance Co., c/o Mansfield & Co., agent,
1975 S.W. 5th, Portland, Oregon

9596

FILED
FEB 5 1958
MARK O. HATFIELD
SECRETARY OF STATE

RECEIVED
DEC 17 1957
FOR FILING

4851

December 16, 1957

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Industrial Supply Co., through George Lucas, U. S. National Bank Building, Roseburg, Oregon. The claim is in the amount of $3,183.75 for materials furnished on our Contract No. 4857, awarded to Central Paving Company for paving the Lemas Creek-Grants Pass Section of the Pacific Highway in Josephine County. These materials were apparently furnished to John R. Saxton, Roseburg, who may have operated as a subcontractor.

The claim also specifies an amount of $551.79 for materials furnished on our Contract No. 4824, awarded to Durbin Bros. for construction of the East and West Forks, Illinois River Bridge Section on the Redwood Highway in Josephine County; and on Contract No. 4838, awarded to John R. Saxton for rock production on the Hayes Hill-West Fork, Illinois River Bridge Section of the Redwood Highway in Josephine County. No breakdown is given as to the amount which applies to each of these contracts.

This information is provided as your Company appears as surety on the performance bond furnished with each of these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CC:
Victor S. Risley Co.
223 Board of Trade Bldg.
Portland 4, Oregon

Mansfield & Co.
382 Lewis Bldg.
Portland 4, Ore.

John R. Saxton
3461 S. W. Dillard Hwy.
Roseburg, Oregon

Central Paving Co.
Independence, Oregon

Durbin Bros.
Eugene, Oregon

NOTED ON CARD

Commissioners, W. C. Williams, Forrest Cooper

NOTICE OF CLAIM

TO: STATE OF OREGON ACTING BY AND THROUGH ITS STATE HIGHWAY DEPARTMENT AND OREGON STATE HIGHWAY COMMISSION, AND SECRETARY OF STATE OF STATE OF OREGON.

NOTICE IS HEREBY GIVEN that the undersigned, INDUSTRIAL SUPPLY CO., has a claim for miscellaneous materials furnished, which materials are more particularly referred to in Exhibit A attached hereto, in the sum of $ 3,183.75 against the bond taken from Central Paving Co., an Oregon corporation, as principal, and United Pacific Insurance Company, a corporation organized and existing under the laws of the State of Washington, as surety for the work performed by Central Paving Co. in paving a section of Pacific Highway known as Louse Creek - Grants Pass Section in Josephine County under Contract No. 4857 which was awarded to said Central Paving Co. by the Oregon State Highway Department.

Said materials were sold to John R. Saxton who performed a portion of the work involved in said Contract 4857.

Further, you are also hereby notified that the undersigned Industrial Supply Co. has an additional claim for similar materials furnished in the sum of $ 551.79 against the bonds taken from Walter J. Durbin, Howard J. Durbin, Clarence A. Durbin and Wallace R. Durbin, co-partners dba Durbin Bros. of Eugene, Oregon, as principal, and the aforementioned United Pacific Insurance Company as surety, under Contract No. 4826, and also for said materials and said amount against the bond taken from John R. Saxton as principal and the aforementioned United Pacific Insurance Company as surety under Contract No. 4858.

This joint reference to Contracts 4826 and 4858 is made because in Exhibit A attached a description of materials furnished is charged under column identified Durbin, being Contract 4826 and the segregation has not been made in said Exhibit A to indicate what portion thereof, of the charges listed under Durbin and Contract 4826, apply to Saxton, being Contract 4858. All of the items listed under Contract 4826 represent materials furnished to John R. Saxton and some of the same he used in performing under Contract 4858 as a principal contractor and the balance thereof as a subcontractor under Contract No. 4826. There is no need to segregate said items for the purposes of this Notice because the surety bonding company under each of said contracts is identical and the principal obligor, for the payment of said claims, is John R. Saxton.

Exhibit A is by this reference and said attachment made a part hereof as if fully written herein.

DATED this 6th day of December, 1957.

INDUSTRIAL SUPPLY CO.

By _____
President

RECEIVED
DEC 17 1957
FOR FILING

4858

December 16, 1957

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of December 12 which had attached to it three copies of a claim filed with your office by Industrial Supply Co. in the amount of $3,183.75 against our Contract No. 4857, awarded to Central Paving Company: and the sum of $551.79 against contract No. 4826, awarded to Durbin Bros., and Contract No. 4858, awarded to John R. Saxton.

The claim bears your file No. 3587.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAΩ:fp

NOTED ON CARD

RECEIVED
DEC 2 1957
FOR FILING

December 2, 1957

Mr. George Luoma
U. S. National Bank Building
Roseburg, Oregon

Dear Sir:

This is in reply to your letter of November 22 concerning claims, in unstated amounts, by Industrial Supply Co. against our Contracts 4826, 4858, and 4857. The certified copies of the contracts will be forwarded by separate mail as soon as they have been prepared.

Contract 4857, awarded to Central Paving Company, was completed October 31, 1957 but has not yet been accepted by the Highway Commission.

Contract 4858, awarded to John R. Saxton, was completed July 10, 1957 and accepted by the Highway Commission September 12. Final payment was mailed September 20.

Contract 4826, awarded to Durbin Bros., was completed November 19, 1957 but has not yet been accepted by the Highway Commission.

Although you are no doubt familiar with the law, we have attached, for your convenience, excerpts outlining procedure for filing with the Secretary of State.

If you wish us to consider these claims as filed with this office, please advise the amounts and other pertinent data.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

RECEIVED
SEP 23 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
September 19, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
17 2305	4 Final	John R. Sexton	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21430	H192041	$ 801.08	Sept. 19, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 90 workdays from 3-1-57

Time Extensions: None

Completion Date: July 10, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 20, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: SEP 20 1957

RECEIVED
SEP 5 - 1957
FOR FILING

4858

September 4, 1957

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State highway contract No. 4858 for work performed on the Hayes Hill-West Fork Illinois River Section of the Redwood Highway in Josephine County was completed by the contractor, John R. Saxton, on July 10, 1957 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $801.18 will be released to the contractor after acceptance by the Commission. The total contract amount is $27,209.15, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
9-4-57

RECEIVED
AUG 29 1957
FOR FILING

17 #505

August 28, 1957

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to John T. Saxton on contract No. 4858, covering Rock Production on the Hayes Hill-West Fork Illinois River Section of the Redwood Highway in Josephine County. This payment, in the amount of $950.50 will be released to contractor on or after September 7, 1957. The retained percentage is $816.74.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ETH

cc - United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
8-28-57
m

Form E-1—1056—6-56

OREGON STATE HIGHWAY DEPARTMENT

17-8305

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 13, 1957

Section Hayes Hill - West Fork Illinois River

Highway Redwood

Contractor John R. Saxton

Date of contract January 23, 1957

Date work started March 1, 1957

Project authorization . . . . . $ 30,864.38

Exclusive of Engineering . . . . . $ 28,669.58

Kind of work Rock Production

Section prefix 17-8305

Contract number 4858

Date of completion 90 days beginning March 1, 1957

Estimated date of completion July 10, 1957

Per cent of time elapsed 1000 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 28,960.00

Estimated per cent overrun or ~~underrun~~ . . . . . 1.0 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization $2,194.80

Engineering cost to date $ 972.00, 44.3 %

Date project was completed July 10, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed shaping piles Wednesday of this week

CONSTRUCTION DIVISION
RECEIVED
JUL 15 1957
H.O. LD

Eng. B
CE ACE ASE COE

Signed Steven E. Roberts

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86622

Estimated work days remaining 0

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			9,000		
Total quantities corrected to date			9,000		
Estimated quantities moved or placed to date			9,000		
Average daily quantities past week			None		
Average daily quantities necessary to complete project on time			------		
Number shifts per day			1		
Hours per shift			10		
Average force on project for week			3		

Men 2

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Hot		
Monday	Fair		
Tuesday	Warm		
Wednesday	Warm		
Thursday	Warm		
Friday	Warm		
Saturday			

RECEIVED
1957

FORM E30—GEN—9-56—66654

4858

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1957

SUBJECT: Assignment #4126-WWS
Replacement of culvert for
Carl D. Frerichs, Grants Pass, Ore.

To:

4162

Mr. W. W. Stiffler
Assistant State Highway Engineer
O F F I C E

Herewith report from F. D. Morgan regarding the complaint made by Mr. Carl D. Frerichs that a culvert on a hauling road had been broken by state trucks, so that he could not get irrigation water through it. Also that dust from the road was objectionable.

Mr. Morgan reports that arrangements have been made for the County to furnish the pipe and Contractor John Saxton will install it. Also that the contractor will do more sprinkling to keep the dust down. This should close the matter as the conditions complained of are being corrected.

E. A. Collier
Maintenance Engineer

By

E. E. Johnston
Assistant Maintenance Engineer

EEJ:dl
Encl.

NOTED
W. W. STIFFLER

RECEIVED
1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20X—37,500—9-56—96658

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 17, 1957

SUBJECT Assign. 4126-WWS
Replacement of culvert for
Carl D. Frerichs, Grants Pass, Ore.

To: K. E. Johnston
Asst. Maintenance Engineer
Salem, Oregon

In answer to your letter of June 5, 1957, regarding the complaint from Mr. Carl D. Frerichs, 2330 Highway 99 South, Grants Pass, Oregon, requesting the Highway Department to replace a culvert which he states was broken by State gravel truck, please be advised that this culvert is located on the road to our gravel deposit on the East Fork of the Illinois River and leaves the Redwood Highway just south of the old bridge over the East Fork of the Illinois River. This road is not a County road nor does it belong to the State as a haul but is merely a public road which is used by various people including the State, County and garbage trucks from Cave Junction.

The culvert that carried Mr. Frerichs irrigation water is an old corrugated metal pipe that has been in poor condition for a long time and has now collapsed.

Inasmuch as County trucks are hauling over this road, as well as the contractor's and at times State trucks, arrangements have been made that the County will furnish the pipe and Mr. John Saxton, contractor crushing rock for the State Highway Department, will install it. Mr. Glenn Roberts, Resident Engineer for the East and West Fork of the Illinois River project, states that the pipe will be installed Sunday, June 16th.

Regarding the matter of dust condition on the old road, please be advised that the contractor is to pay more attention to this condition and will use more water to keep the dust down.

F. D. Morgan
Division Engineer

dls

NOTED
W. W. SWITZER

2330 South 99 Highway
Grants Pass, Oregon
June 2, 1957

Oregon State Highway Engineer
Salem, Oregon

Dear Sir:

I own the 98 acres on Highway 199, and on the East Fork of the Illinois River, (South) the road to Gravel Pit which adjoins my property on the West is being used by the State Grand Trunks, and they have broken the wood culvert that my tenant Frank Strickland gets his water for garden and lawn from the ditch.

This property is about half a mile South of Cave Junction.

Mr. Strickland lawn and garden is drying up so Please have another culvert put in.

My road leads to the City Park and Swimming Hole to the Forks of rivers.

The trucks raise a continual cloud of dust and am wondering if some oil could not be put on the road? Thank You.

Yours truly, Carl D. Frericks

RECEIVED
FEB 19 1957
FOR FILING

February 19, 1957

Mr. John R. Saxton
5461 S. W. Dillard Highway
Roseburg, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4858, which was awarded to you by the State Highway Commission on January 23, for rock production on the Hayes Hill-West Fork Illinois River Section of the Redwood Highway in Josephine County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 25 1957
FOR FILING

January 24, 1957

Mr. John R. Saxton
5461 S. W. Dillard Hwy.
Roseburg, Oregon

Dear Sir:

The State Highway Commission on January 23, 1957, awarded to you State Highway Contract No. 4858, for Hayes Hill-W. Fork Illinois River Rock Production Project on the Redwood Highway, about 25 miles southwest of Grants Pass, in Josephine County.

This award was based on your bid of $27,435.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

esm

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

27-1040 Illumination installation on the Dolph Corner-Richreall Sec. of Willamina-Salem Hwy. 1957

#4859

RECEIVED
SEP 23 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 19, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
27-1040			
4859	2 Final	J. J. Walton	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21468	H192078	$ 786.62	September 19, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapmeske
ACCOUNTING DIVISION

Specified completion Date: 30 workdays

Time Extensions: None

Completion Date: Aug. 23, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 20, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 20 1957

NOTED ON CARD

RECEIVED
SEP 5 - 1957
FOR FILING

21 - 42
4867

September 4, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

State highway contract No. 4859 for work performed on the Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County was completed by the contractor, J. J. Walton, on August 23, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $786.62 will be released to the contractor after acceptance by the Commission. The total contract amount is $6,293.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

NOTED ON CARD
9-4-57

RECEIVED
FEB 19 1957
FOR FILING

21-1040
487

February 19, 1957

Mr. J. J. Walton
147 N. Commercial St.
Salem, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4859, which was awarded to you by the State Highway Commission on January 23, for the Dolph Corner-Rickreall Illumination Installation on the Willamina-Salem Highway in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY

Secretary

gl
encl.

RECEIVED
JAN 29 1957
FOR FILING

37-1040

4229

January 28, 1957

Bailey, Lomak, Swink & Gates
Attorneys at Law
Madison Building
1130 S. W. Third Avenue
Portland 4, Oregon

Attention: Mr. Paul [illegible], Bailey

Gentlemen:

Reply is made to your letter of January 25, 1957, in which you request an explanation why the State Highway Commission awarded to J. J. Walton, Contractor, Salem, Oregon, a contract for the illumination installation at Rickreall Junction on the Dolph Corner-Rickreall Section of the Willamina-Salem Highway.

This project was advertised for bids to be received by the Commission in the Queens Room of the Imperial Hotel at 9:00 a.m. on Wednesday, January 23, 1957. It is true that the bid of Mr. Walton was not read at the time the other bids for this project were opened. However, it was delivered to the office of the Commission in Salem on the previous day, January 22, with the expectation that it would be delivered to the Commission in Portland before 9:00 a.m. on January 23. Due to adverse weather conditions, the bid was not delivered to the Commission so that it could be read along with the others. The question arose whether or not it was received too late to be considered. The Commission discussed the matter thoroughly with the State Highway Engineer and the Acting Chief Counsel, Mr. Robert L. May. Mr. May informed the Commission that the filing of the bid in Salem on January 22 met the legal requirements; hence, it would be proper for the Commission to accept it. Acting upon this advice, the Commission decided to accept the bid as though it had been delivered to the meeting at 9:00 a.m. It so happened that Mr. Walton's bid was the low one of the four that were received for this job and the contract was accordingly awarded to Mr. Walton.

Naturally, the Commission regrets that the bid was not

delivered to the meeting at the specified time but it considered that the bid was properly filed when it was delivered to the Salem office of the Commission on the previous day. Trusting that this explanation is satisfactory to your client, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ar

PAUL T. BAILEY
SIDNEY I. LEZAK
DON B. SWINK

BAILEY, LEZAK AND SWINK
ATTORNEYS AT LAW
MADISON BUILDING • 1130 S. W. THIRD AVENUE
PORTLAND 4, OREGON
CAPITOL 2-1319

SOUTHERN OREGON OFFICE
NORMAN L. GATES
ASSOCIATE
327 S. E. SIXTH STREET
GRANTS PASS, OREGON
GREENWOOD 6-5501

January 25th, 1957

State Highway Commission
Salem
Oregon

Re: Submission of Bids on Dolph Corner-Rickreall, Illumination, Installation Willamina Salem Highway in Polk County

Gentlemen:

This letter is to inform you that our office represents Rochat Electric Company, Portland, Oregon in connection with the bid on the above job.

The specifications, advertisement and invitation to bid on the above project provided that bids would be received by the State Highway Commission at the Imperial Hotel, 9:00 A. M., January 23rd, 1957. On the date and time above stated, bids from the following concerns and in the following amounts were opened and read:

Rochat Electric Co.	$ 6,450.00
Trowbridge Electric Co. Roseburg, Oregon	6,600.00
Olson Electric Co., Vancouver, Wash.	7,589.00.

My client, being the low bidder, was very much surprised to read in the next day's Daily Journal of Commerce that a bid from one, J. J. Walton, Salem, Oregon at the bid of $6,293 was the party granted the job.

Will you please explain how an individual not complying with your specification, advertisement and invitation to bid was granted the job?

Very truly yours,

BAILEY, LEZAK, SWINK & GATES

by Paul T. Bailey Seb

Paul T. Bailey

PTB:seb
cc: Rochat Electric Co.

ANSWERED
H. B. GLAISYER

RECEIVED
JAN 25 1957
FOR FILING

11-1-1
4-57

4a-4
1-22-57

Salem, Oregon
January 25, 1957

Illumination Project on
Willamina-Salem Highway
west of Rickreall

Mr. F. B. Crandall
Traffic Engineer
Building

The State Highway Commission at its meeting on January 22 authorized an expenditure of approximately $11,400 to finance an illumination project on the Willamina-Salem Highway just west of Rickreall. Bids were received by the Commission on January 23 and the contract was awarded to J. J. Walton, Salem, at $6,293. This note is simply to complete your record.

HBG:ar

H. B. Glaisyer, Secretary

RECEIVED
FEB 5 1957
FOR FILING
37-1040
4-57

4a-4
1-22-57

Salem, Oregon
January 25, 1957

Illumination Project on
Willamina-Salem Highway
west of Rickreall

Mr. F. B. Cramiall
Traffic Engineer
Building

The State Highway Commission at its meeting on January 22 authorized an expenditure of approximately $11,400 to finance an illumination project on the Willamina-Salem Highway just west of Rickreall. Bids were received by the Commission on January 23 and the contract was awarded to J. J. Walton, Salem, at $6,293. This note is simply to complete your record.

HBGsar

H. B. Glaisyer, Secretary

RECEIVED
JAN 25 1957
FOR FILING

4859

January 24, 1957

Mr. J. J. Walton
147 N. Commercial St.
Salem, Oregon

Dear Sir:

The State Highway Commission on January 23, 1957, awarded to you State Highway Contract No. 4859, for Illumination Installation on the Dolph Corner-Rickreall Section of the Willamina-Salem Highway, in Polk County.

This award was based on your bid of $6,293.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

eeb

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
JAN 3 - 1957
FOR FILING
27-1040
4834

January 2, 1957

Oregon State Highway Commission

Gentlemen:

We are desirous of letting to contract an illumination project at the new Dallas junction, just west of Dallas on the Salem-Dallas-Independence section of the Willamina-Salem Highway. The paving contract has previously been let, and it is anticipated that, in the event of an early paving season this spring, this project may be completed in June or July, in which event it is most desirable to have the illumination project completed and ready for operation coincident with the opening of the over-all project to traffic. We are quite anxious that this over-all project operate as safely as possible, as there was considerable adverse criticism of this location by certain Polk County interests.

In order to expedite the matter we have scheduled this contract for letting on the second day of the January Commission meeting and assuming that we hear no objection from you prior to the Commission meeting, we will proceed with these plans, and this matter will be before you for approval on the first day of the meeting. The $11,400 estimated cost of the project will be taken from reserves for State Highway Construction Projects.

Very truly yours,

R. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. S. H. Probert
Mr. C. H. Maison

JAH:eh fn

32-8303 Enterprise Rock Prod. Proj. 1957
on Wallowa Lake and Enterprise-
#4860 Lewiston Hwys.

RECEIVED
DEC 1 1957
FOR FILING
32-8303

W. C. Williams

W. C. Williams

FINAL COST ANALYSIS
Rock Production

December 5, 1957

Enterprise Rock Prod. Proj. — J. F. Konen Construction Co. Inc. — Wallowa Lake & Enter.-Lew.Hwy.

Contract #4860 — Kenneth Berg, Resident Engineer — Prefix No. 32-8303

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
~~3/4"-½ Crushed Mat'l. in S.P.~~ 7860	3,816.26	C.Y.	3.25	2.50	9,555.56	12,402.85
½"-¼" Crushed Mat'l. in S.P.	4,245.04	C.Y.	3.25	2.50	10,629.19	13,796.38
¼"-#10 Crush. Mat'l. in S.P.	5,440.25	C.Y.	3.85	2.50	13,621.92	20,944.96
¼"-0 Crush. Mat'l. in S.P.	1,964.54	C.Y.	3.30	2.50	4,919.03	6,482.98
S.P. Haul Adj.,Favor Contr.	1,099.2	Yd.Mi.				131.90
					$38,725.70	$53,759.07

Gross Revenue	$53,759.07
Total Cost	38,725.70
Net Profit	$15,033.37

Net profit equals 27.96% of gross revenue.

RECEIVED
DEC 10 1957
FOR FILING

W. C. Williams

W. C. WILLIAMS

32-8303

4860

FINAL COST ANALYSIS
Rock Production

Enterprise Rock Prod. Proj. — J. F. Konen Construction Co. Inc. — December 5, 1957

Contract #4860 — Kenneth Berg, Resident Engineer — Wallowa Lake & Enter.-Lew.Hwy. Prefix No. 32-8303

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
~~3/4"-½ Crushed Mat'l. in S.P.~~	3,816.26	C.Y.	3.25	2.50	9,555.56	12,402.85
½"-¼" Crushed Mat'l. in S.P.	4,245.04	C.Y.	3.25	2.50	10,629.19	13,796.38
¼"-#10 Crush. Mat'l. in S.P.	5,440.25	C.Y.	3.85	2.50	13,621.92	20,944.96
¼"-0 Crush. Mat'l. in S.P.	1,964.54	C.Y.	3.30	2.50	4,919.03	6,482.98
S.P. Haul Adj.,Favor Contr.	1,099.2	Yd.Mi.				131.90
					$38,725.70	$53,759.07

Gross Revenue	$53,759.07
Total Cost	38,725.70
Net Profit	$15,033.37

Net profit equals 27.96% of gross revenue.

Crushing Breakdown Quarry at M. P. 55.4 on Wallowa Lake Highway and Quarry at M.P. 38.9 on Enterprise-Lewiston Highway.

	Quantity	Unit	Cost	Unit Cost
Move in and Set up	15,466.09	C.Y.	$ 4,105.04	$0.265
Drill and Shoot	15,466.09	C.Y.	4,044.96	0.261
Feed Crusher	15,466.09	C.Y.	4,254.30	0.275
Crushing	15,466.09	C.Y.	14,943.18	0.966
Haul to Stockpile	15,466.09	C.Y.	10,749.35	0.695
Stockpile Material	15,466.09	C.Y.	628.87	0.041
			$38,725.70	$2.503

The crushing plant operated 254 hours for an average production of 60.89 cubic yards per working hour.

DETAIL OF COST

L A B O R		
Labor	$9,855.79	
Labor Insurance	1,361.13	
Health and Welfare	191.37	
		$11,408.29
E Q U I P M E N T R E N T A L & M I S C. S U P P L I E S		
Equipment Rental, Owned	13,406.05	
Equipment Rental, Hired	1,896.76	
Gas, Oil and Grease	3,409.63	
Move in and Set Up	3,057.82	
P U C	486.78	
Bond	403.19	
Small Tools and Misc. Supplies	485.60	
Home Office and General Overhead	126.62	
		$23,272.45
Gibbson & Roberts:		
Drilling & Shooting	$4,044.96	
Total Cost		$38,725.70

REMARKS

This was a "State Project" consisting of furnishing 15,466.09 cubic yards of crushed material in stockpiles for later use by the State in connection with maintenance operations on the Enterprise Section of two State highways in Wallowa County.

This project was bid and awarded January 23, 1957. The quarries were drilled and shot May 8 and May 13, 1957. Crushing started July 8 and the project was completed August 30, 1957.

The contractor moved his equipment into the quarry at M.P. 55.4, Wallowa Lake Highway on Monday, July 8, 1957. Crushing operations began July 17th, with the contractor employing two 8-hour shifts. The crushed materials were being deposited at stockpile sites "A" and "B." All materials for stockpiles A and B were completed Monday, July 29, and the balance of the week was spent moving to the quarry at M. P. 38.9, Enterprise-Lewiston Highway.

Crushing at new location began on August 5. The contractor operated only one ten-hour shift as he had ample time left to complete the project. Crushed materials from this plant location were placed in stockpile sites D & E.

Rock from quarry at M. P. 55.4 produced good material with the exception of one area where a red clay was encountered, making it necessary to drill and shoot more material. Material at M. P. 38.9 was of excellent quality, shot good, and was very clean.

Equipment used on this project was kept at a minimum. An HD-9 "U" dozer was used for feeding, thus cutting down on feeding costs. The crusher was of such size and condition as to produce a constant flow of materials. Hauling equipment was in good shape, range of 5 c. y. to 10 c. y. capacity, and consisted of both end and cross dumps.

The large profit was due to continuous operation, and efficient operating methods.

M. N. Juve
Chief Cost Analyst

By

Gordon K. Hanson

RECEIVED
NOV 25 1957
FOR FILING

Filed

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 21, 1957

(CONTRACT NO.) 52-8303	(EST. NO.)	(CONTRACTOR)	
4860	4 Final	J. F. Konen Construction Co., Inc.	
(VOUCHER NO.) 4860	(WARRANT NO.)	(AMOUNT)	(DATE)
26361	H197023	$ 1,362.19	11-20-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeneske
ACCOUNTING DIVISION

Specified completion Date: 100 workdays from 3-1-57

Time Extensions: None

Completion Date: Aug. 30, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Nov. 22, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:
NOV 22 1957
gc

NOTED ON CARD

RECEIVED
NOV 8 1957
FOR FILING

Nov. 7, 1957

CERTIFIED MAIL

United States Fidelity & Guaranty Co.
Lotus M. Conner, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4860 for rock production on the Enterprise Section of the Wallowa Lake and Enterprise-Lewiston Highway in Wallowa County was completed by the contractor, J. F. Konen Construction Co., Inc., on Aug. 30, 1957, and was formally accepted by the Highway Commission on Sept. 12, 1957.

Final payment in the amount of $1,362.19 will be released to the contractor on or after November 18, 1957. The total contract amount is $53,759.07, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en

NOTED ON CARD

RECEIVED
OCT 8 1957
FOR FILING

October 7, 1957

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. F. Konen Construction Co., Inc., in connection with Contract No. 4860, for rock production on the Enterprise Section of the Wallowa Lake and Enterprise-Lewiston Highways in Wallowa County. This payment, in the amount of $2,727.06, will be released to the contractor on or after October 17, 1957. The retained percentage is $1,620.52.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en

NOTED ON CARD

RECEIVED
SEP 17 1957
FOR FILING

Sept. 16, 1957

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to J. F. Komen Construction Co., Inc., a portion of the funds heretofore retained by the Commission on Contract No. 1860, for rock production of the Enterprise Section of the Wallowa Lake and Enterprise-Lewiston Highways in Wallowa County.

This payment, in the amount of $27,925.37, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,536.18. The present payment will be released on or after Sept. 26, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

Form E-1—1084—7-57

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 30, 1957

Section Enterprise Wallowa Lake & Jct.-Lewiston — Kind of work Rock Production

Highway — County Wallowa — Section prefix 32-8303

Contractor J. F. Konen Constr. Co. — Contract number 4860

Date of contract Jan. 25, 19 57 — Specified work days 100 WD bet. March 1, 1957

Date work started July 8, 19 57 — Work days used 82

Project authorization . . . . . $ 57,596.88 — Per cent of time elapsed 82 %
Exclusive of engineering . . . . $ 53,686.88

Estimated cost of completed project, exclusive of engineering . . . . . $ 51,700

Estimated per cent overrun or underrun . . . . . under 3.7 %

Per cent of contract completed, based on total contract price . . . . . 100.6 %
Engineering authorization . . . . $ 4110.00

Engineering cost to date $ 2000, 48 % — Date project was completed Aug. 30, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished crushing ¼"-0 Friday at MP 38.9, Enterprise-Lewiston Hwy., thus bringing contract to final completion.

This will be the last weekly report.

RECEIVED
FOREST GROVE

RECEIVED

NOTED EYB

Noted
M. N. Juve

Signed Kenneth Berg

Address La Grande

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			14,800 cy		
Total quantities corrected to date			14,900 cy		
Estimated quantities moved or placed to date			14,900 cy		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			9		
Average force on project for week			14		

Men 6

Supervision 2

Men and trucks under 3 tons

Men and trucks over 3 tons 5

Men and tractors 1

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
APR 2 - 1957
FOR FILING
32-9303
4860

April 2, 1957

J. F. Kozan Construction Co., Inc.
715 D Street
Lewiston, Idaho

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4860, which was awarded to you on January 23, 1957, by the State Highway Commission, covering rock production on the Enterprise Section of the Wallowa Lake and Enterprise-Lewiston Highway in Wallowa County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

cam

Encl.

RECEIVED
JAN 25 1957
FOR FILING
1313
4860

January 24, 1957

J. F. Konen Construction Co., Inc.
715 D Street
Lewiston, Idaho

Gentlemen:

The State Highway Commission on January 23, 1957, awarded to you State Highway Contract No. 4860, for Enterprise Rock Production Project on the Wallowa Lake and Enterprise-Lewiston Highways in Wallowa County.

This award was based on your bid of $51,375.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

esm
cc: Tom Edwards
S. H. Probert
R. G Savage, SIAC

11-8306 Thirtymile Cr.-Service Cr. 1957
Rock Prod. Proj. on John Day
#4361 Hwy.

RECEIVED
MAR 3 - 1958
FOR FILING

Thirty Mile Cr.-Service Cr.
Contract No. 4861

NOTED
W. C. WILLIAMS

FINAL COST ANALYSIS

February 26, 1958

Rock Production
Barney B. Helser, Contractor
John T. Burch, Resident Engineer

John Day Highway
Prefix: 11-8306

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-½" Crushed Mat'l in Stockpile	5,155.9	Cu. Yds.	$2.80	$2.60	$13,437.06	$14,438.76
½"-¼" Crushed Mat'l in Stockpile	3,472.6	Cu. Yds.	2.90	2.60	9,028.76	10,070.54
½"-#10 Crushed Mat'l in Stockpile	2,594.9	Cu. Yds.	4.50	2.60	6,746.74	11,677.05
¼"-#10 Crushed Mat'l in Stockpile	979.7	Cu. Yds.	3.00	2.60	2,547.22	2,939.10
#10-0 Screen Reject in Stockpile	734.4	Cu. Yds.	0.25	0.25	183.60	183.60
Stockpile Haul Adj., Favor of Contractor	2,182	Yd. Miles	0.12	0.12	261.84	261.84
Crushed Rock Sold to State, Contract No. 4986	2,710	Cu. Yds.	2.25	2.60	7,046.00	6,100.00
Crushed Rock Sold to Wheeler County	700	Cu. Yds.	2.10	2.60	1,820.00	1,481.75
					$41,071.22	$47,152.64

Gross Revenue	$47,152.64
Total Cost	41,071.22
Net Profit	$ 6,081.42

Net Profit Equals 12.8 Percent of Gross Revenue

DETAIL OF COST

LABOR:

Labor and Supervision	$12,312.40	
Labor Insurance	1,204.15	
		$13,516.55

EQUIPMENT RENTALS & MISC. SUPPLIES:

Equipment Rentals (owned)	$11,173.82	
Hired Trucks	7,463.70	
Gas, Oil and Grease	4,557.79	
Small Tools and Misc. Supplies	446.95	
Freight and Cartage	798.60	
P.L. and P.D. Insurance	229.85	
Powder and Caps	1,781.90	
Bond	296.76	
Home Office and General Overhead	805.30	
		$27,554.67

TOTAL COST $41,071.22

BREAKDOWN OF CRUSHING COST

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	15,613	Cu. Yds.	$ 4,053.70	$0.259
Drill and Shoot	15,613	Cu. Yds.	5,074.66	0.325
Haul to Crusher	15,613	Cu. Yds.	6,293.48	0.403
Crushing	15,613	Cu. Yds.	11,285.40	0.722
Haul to Stockpiles	15,613	Cu. Yds.	12,357.54	0.791
				$2.50
Stockpiling at $0.10 per Yd.			1,561.00	.10
	15,613	Cu. Yds.	$41,071.22	$2.60

The crushing plant operated 235 hours for an average production of 66.4 cubic yards per working hour.

REMARKS:

This was a "State Project" calling for crushing and stockpiling approximately 13,000 cubic yards of crushed rock. The contract was bid and awarded January 23, 1957. Work started March 12, 1957 and the project was completed July 9, 1957.

On May 7, 1957 the contractor started moving a complete crushing unit into the state quarry located on the northerly side and adjacent to the John Day Highway at M.P. 61.3. The plant was fed with 6-cubic yard Dumpters and 3/4 cubic yard shovel and all crushed materials were hauled to the stockpiles in hired trucks. All crushed materials were stockpiled at 0.10 per yard. Some of the rock from this quarry broke big. A 3/4 cubic yard shovel rigged with a 2,000 pound headache ball was used in breaking up the oversized rock.

The contractor, having fair production with good bid prices, received a fair profit from this project.

M. N. Juve
Chief Cost Analyst

By

K. T. Wechter

files

RECEIVED
SEP 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) September 4, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
11-3-16	4 f	Barney B. Heiser	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4861	H 190737	$1,136.39	Sept. 4, 1957
20124			

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Wernham
ACCOUNTING DIVISION

Specified completion Date: 90 workdays from 3-1-57

Time Extensions: None

Completion Date: July 9, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record.

Claims: None of record.

Remarks:

Date: Sept. 16, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

SEP 17 1957

GE

NOTED ON CARD

RECEIVED
AUG 26 1957
FOR FILING

August 23, 1957

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4861 for rock production on the Thirtymile Creek-Service Creek Section of the John Day Highway in Wheeler & Gilliam Counties was completed by the contractor, Barney B. Helser, on July 9, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $1,136.39 will be released to the contractor after acceptance by the Commission. The total contract amount is $39,568.65, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ca

NOTED ON CARD

RECEIVED
AUG 6 1957
FOR FILING

11306
4561

August 5, 1957

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Barney B. Helser in connection with Contract No. 4861, for rock production on the Thirtymile Creek-Service Creek Section of the John Day Highway in Wheeler and Gilliam Counties. This payment, in the amount of $4,711.51, will be released to the contractor on or after August 15, 1957. The retained percentage is $1,188.63.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 19, 1957

Section Thirtymile Creek - Service Creek

Highway John Day County Wheeler & Gilliam

Contractor Barney B. Helser

Date of contract January 23, 1957

Date work started March 12, 1957

Project authorization . . . . . $ 46,451.25
Exclusive of engineering . . . . $ 43,148.05

Kind of work Rock Production

Section prefix 11-8306

Contract number 4861

Specified work days 90, beginning March 1, 1957.

Work days used 90

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 39,620.89

Estimated per cent overrun or underrun . . . . . Underrun . 7.7 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 3303.20

Engineering cost to date $ 3,260., 98.7 %

Date project was completed July 9., 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed on July 9

Semifinal estimate completed and sent

to the Division Engineer on July 20.

FINAL REPORT

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
JUL 22 1957

NOTED-- CE ACE ACE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed John T. Burch

Address Baker, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 194

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			35.82		
Miles partially completed			35.82		
Miles completed			35.82		
Total estimated quantities (contract)			12,800.		
Total quantities corrected to date			12,213.9		
Estimated quantities moved or placed to date			12,213.9		
Average daily quantities			136		
Average daily quantities necessary to complete project on time			Completed.		
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAR 5 1957
FOR FILING

March 5, 1957

Mr. Barney B. Helser
15535 N. W. Cornell Road
Beaverton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4861, which was awarded to you by the State Highway Commission on January 23, 1957, for rock production on the Thirty Mile Creek-Service Creek Section of the John Day Highway in Wheeler and Gilliam Counties.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 25 1957
FOR FILING
4861

January 24, 1957

Mr. Barney B. Helser
14000 S. W. Far Vista
Beaverton, Oregon

Dear Sir:

The State Highway Commission on January 23, 1957, awarded to you State Highway Contract No. 4861, for Thirtymile Creek-Service Creek Rock Production Project on the John Day Highway, near Condon, in Wheeler and Gilliam Counties.

This award was based on your bid of $40,990.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

F-300(10) Wallace Br.--Sheridan Sec. of 1957
the Salmon R. Hwy., E. and W.

RECEIVED
MAY 25 1961
FOR FILING
F-300(10)
4862

I Apply:
Please return card
C.A.

Portland Branch • 627 Board of Trade Building • Portland 4, Oregon

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

May 23, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon

Re: Claim of Harry P. Reid against
Central Paving Company - State
Highway Contract 4862

NOTED
FLOYD QUERY

Dear Floyd:

Through an oversight, we did not send you a follow-up letter on the captioned case. You wrote to us under date of March 17 regarding this claim and I then wrote to Central Paving March 21, a copy of which went to you, but inadvertently Mr. Wood's reply from Central Paving was placed in our file without notifying you.

Central Paving Company denies any liability regarding this claim and have advised Reid to seek his monies from Tuss Bros., as they are a going concern and, in fact, have an agent working for them by the name of Max Hubbs, who has informed Central Paving that he has paid a number of Tuss Bros.' bills and would probably be in a position to pay the balance of this bill in the future, as Tuss Bros. are turning their funds over to him for disbursement.

If there is anything else we can do for you, please let us know.

Very truly yours

Wes

Wesley C. Thompson
Bond Manager

NOTED ON CARD
CC

WCT: jm

Job accepted by Conc 10-23-58
Reid claim filed 3-14-61

RECEIVED
MAY 24 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 23 1961
FOR FILING

E-300(10)

4862

Noted on card
D. C.

March 23, 1961

United Pacific Insurance Company
P. O. Box 1578
Tacoma, Wn.

Gentlemen:

Attached is a photocopy of a letter addressed to E. W. Otjen concerning the status of his claim in the amount of $252.00 in connection with our contract No. 4862 with Central Paving Co.

This copy is forwarded to you as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

RECEIVED
MAR 22 1961
FOR FILING
F-300(10)
4462

Portland Branch • 621 Board of Trade Building • Portland 4, Oregon

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

March 21, 1961

Mr. Arthur B. Woods
Central Paving Co.
Box 38, Foot of "C" Street
Independence, Oregon

Dear Arthur:

We are in receipt of a March 17 letter from Floyd Query, attaching a letter dated March 14 from a Harry P. Reid of Salem, Oregon addressed to the Secretary of State. In essence, Mr. Query's letter is in reference to your Highway Contract No. 4862, which was the Wallace Bridge - Sheridan Unit of the Salmon River Highway in Yamhill and Polk Counties. Unfortunately, the State released this bond in August of 1958 and we do not have those files available, so I am unable to determine whether or not we ever received the original notice dated April 6, 1959.

It seems that Reid claims $1,028 for hauling crushed material for Tuss Bros. on the aforementioned job and that he was never paid. He therefore filed a claim under your bond as the prime contractor. Will you please let us have the benefit of your thoughts on this claim and what disposition was ever made of it. I ask this as Mr. Query is waiting for an answer from us.

Many thanks for your help.

Very truly yours

wct

Wesley C. Thompson
Bond Manager

WCT:jm

cc: Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon

NOTED
C. W. HEAD

RECEIVED
MAR 22 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 20 1961

FOR FILING

F-300(10)

4 & L-2

March 17, 1961

Mr. Harry P. Reid
1619 Chemawa Road
Salem, Oregon

Dear Mr. Reid:

This is to acknowledge your letter of March 14 concerning an unpaid claim that you have against Tuss Brothers who acted as sub-contractor to Central Paving Company on our Contract 4862.

We have checked our records and those of the Secretary of State and find that your claim was filed with the Secretary of State on April 6, 1959, which is within the six-months limit prescribed by law within which to file claims against the bond following acceptance by the State Highway Commission. Our records show that the contract was accepted by the Commission on October 23, 1958.

Section 279.536 of the Oregon Laws states that action against the contractor's bond may be instituted in the Circuit Court or the Federal District Court no later than two years after the acceptance of the work, which in this case was by the State Highway Commission. As the work was accepted October 23, 1958 it would appear that the time for filing against the bond has expired. Final payment was made on this contract on October 27, 1958, so the State does not have any retained funds.

We are writing a letter today to United Pacific Insurance Company as to what disposition they have made of the claim. A copy of this letter is attached for your information. A copy is also being sent to Central Paving Company, the principal contractor.

Very truly yours,

NOTED ON CARD
dc

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:
FQ:rj

NOTED
C. W. HEAD

March 17, 1961

United Pacific Insurance Company
223 Board of Trade Building
Portland 4, Oregon

Attention: Victor S. Risley

Gentlemen:

We have today received a letter from Harry P. Reid, copy of which is attached, concerning a claim in the amount of $1,028 against Tuss Brothers for hauling crushed material on State Highway Contract 4862, which is the Wallace Bridge-Sheridan Unit of the Salmon River Highway in Yamhill and Polk County. Central Paving Company was the principal contractor on this job and we are advised that Tuss Brothers operated as sub-contractor.

Mr. Reid's claim was filed with the Secretary of State on April 6, 1959 and your company was notified by this office on April 13, 1959.

Will you please let us know what disposition has been made of the claim?

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:
FQ:rj

cc: Mr. Harry P. Reid
Central Paving Company

NOTED ON CARD
dc

NOTED
C. W. HEAD

Salem, Oregon
March 14, 1961

State Of Oregon
Dept. Of State
Salem, Oregon

Dear Gentleman:

On or about the date of April 6, 1959, I filed with the Department of State, a claim against Tuss Bros. (sub-contractors) in the amount of $ 1,028 plus interest.

Central Paving Company (prime contractors) having taken a bond through Victor S. Risely Co., United Pacific Insurance Co. Portland , Oregon.

This claim for 2570 cu. yards of crushed material @ .40¢ per yard hauled on the State Highway Contract # 4862 of the WallaceBridge - Sheridan Unit, Valley Junction -Sheridan Section of the Salmon River Highway in Polk and Yamhill Counties, has never been inforced to the extent of any benefit from said contractor. I am therefore appealing to your department for further action.

I have tried to no extent to try and collect this claim in numerous ways to no avail.

It has always been my belief the purpose of the Bonding Co. was to insure payment of all bills payable. Why then is it that I have had no results on this claim?

This is #3644 in your file. Would you please give me some action on this matter?

Respectfully,

Harry P. Reid
1619 Chemawa Rd.
Salem, Oregon
Harry P Reid

RECEIVED
MAR 17 1961
OREGON
STATE HIGHWAY COMMISSION

CWH:rj

14 to this
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Board of Trade
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MISSION

RECEIVED
MAR 17 1961
FOR FILING

F-300

March 15, 1961

E. W. Otjen
P. O. Box 2188
Salem, Oregon

Attention: Mrs. Otjen

Dear Mrs. Otjen:

This will confirm your telephone call of March 14 to this office concerning the status of your claim, in the amount of $252, in reference to the Central Paving Company Contract 4862. This contract was for paving the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties.

We have checked our file and your claim was filed with the Secretary of State on March 16, 1959 and was given Secretary of State File No. 3640. On March 23, 1959 we notified the surety, United Pacific Insurance Company, of the filing of your claim in the amount of $252, which was for the loading of crushed rock for Tuss Brothers, subcontractor to Central Paving Company. This project was accepted by the Oregon State Highway Commission on October 23, 1958. Your claim, being filed with the Secretary of State on March 16, 1959, is within the six-month period after acceptance by the State Highway Commission.

As mentioned in our telephone conversation, the United Pacific Insurance Company, through Victor S. Risley Company, 223 Board of Trade Building, Portland 4, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it. We might suggest that you contact the surety company regarding the status of your claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:rj

RECEIVED
APR 15 1959
FOR FILING
F 3U0.(C)
4862

April 13, 1959

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

Attached is a copy of a claim in the amount of $1,180.00 which has been filed with the Secretary of State by Edward Satrom, 807 Greenwood Drive N.E., Salem, for hauling of materials furnished to Tuss Bros. Construction Co., subcontractor for Central Paving Co., Independence. This appears to be in connection with our contract No. 4862 for paving the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp
Enc.

CC:
United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Building
Portland 4, Oregon

Victor E. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

Central Paving Co.
P. O. Box 30
Independence, Oregon

NOTED ON CARD
dc

Commissioners
W. C. Williams
Forrest Cooper

April 6, 1959

TO OREGON SECRETARY of STATE

Notice is hereby given that the undersigned, Edward Satrum has a claim for hauling 2950 yard of crushed rock @ 40¢ a yard for sub-contractor Tuss Bros. Construction Co., in the sum of eleven hundred eighty dollars ($1180.00) against the bond taken from The United Pacific Insuramee Co. through Victor S. Risely Co., Portland, Oregon by Central Paving Co., Independence, Oregon for the work of State Highway Contract #4862 for paving the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties.

Edward Saturm
809 Greenwood Drive N.E.
Salem Oregon

File #3643

FILED
APR 6 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
APR 15 1959
FOR FILING
300 (10)
443

April 13, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Jack F. Thompson
Director of Elections

Dear Sir:

Thank you for your letter of April 6 which had attached to it four copies of a claim in the sum of $1,028.00, filed with your office by Harry P. Reid, Salem, for hauling of materials furnished to Tuss Bros. Construction Co., sub-contractor for Central Paving Co., Independence, on our Contract No. 4862, your File No. 3644.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
tc

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

April 6, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

We have received from Harry P. Reid, 1619 Chemawa Road, Salem, Oregon, and filed as of this date, a notice of claim by same for the hauling of 2570 yards of crushed rock @ .40¢ a yard for the sub-contractor Tuss Bros. Construction Co. in the sum of $1,028.00 against the bond taken from the United Pacific Ins. Co., through Victor S. Risely Co., Portland, Oregon by Central Paving Co., Independence, Oregon, for the work of State Highway Contract #4862 for paving the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Polk and Yamhill Counties.

We are enclosing four copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By
Jack F. Thompson
Jack F. Thompson
Director of Elections

GS:FK
Enc.

RECEIVED
APR 13 1959
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

April 6 , 1959

TO: OREGON SECTARY OF STATE

Notice is hereby given that the undersigned, Harry P. Reid has a claim for the hauling of 2570 yards of crushed rock @ .40¢ a yard for the sub-contractor Tuss Bros. Construction Co. in the sum of One thousand Twenty Eight Dollars, ($1,028) against the bond taken from the United Pacific Ins. Co., through Victor E. Risely Co.,Portland, Oregon by Central Paving Co., Independence, Oregon, for the work of State Highway Contract #4862 for paving the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Polk and Yamhill Counties.

Harry P. Reid
1619 Ephemera Rd.
Salem, Oreg.

RECEIVED
APR 6 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

3644

FILED
APR 6 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

2301

Central Paving Co.
P. O. Box 38
Independence, Oregon

NOTED ON CARD

Commissioners
Mr. W. C. Williams Forrest Cooper

RECEIVED
APR 15 1959
FOR FILING

April 13, 1959

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

Attached is a copy of a claim in the amount of $1,028.00 which has been filed with the Secretary of State by Harry P. Reid, 1619 Chemawa Road, Salem, for hauling of materials furnished to Tuss Bros. Construction Co., subcontractor for Central Paving Co., Independence. This appears to be in connection with our Contract No. 4862 for paving the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp
Enc.

CC:
United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Building
Portland 4, Oregon

Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

Central Paving Co.
P. O. Box 38
Independence, Oregon

NOTED ON CARD

Commissioners
Mr. W. C. Williams Forrest Cooper

April 6 , 1959

TO: OREGON SECTARY OF STATE

Notice is hereby given that the undersigned, Harry F. Reid has a claim for the hauling of 2570 yards of crushed rock @ .40¢ a yard for the sub-contractor Fuss Bros. Constrution Co. in the sum of One thousand Twenty Eight Dollars. ($1,028) against the bond taken from the United Pacific Ins. Co., through Victor S. Risely Co.,Portland, Oregon by Central Paving Co., Independence, Oregon, for the work of State Highway Contract #4862 for paving the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Polk and Yamhill Counties.

Harry F. Reid
1619 Clemans Blvd.
Salem, Oreg.

3644

FILED
APR 6 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

2302

NOTED ON CARD
dc

RECEIVED
APR 15 1959
FOR FILING
F-300(10)
4862

April 13, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Jack F. Thompson
Director of Elections

Dear Sir:

Thank you for your letter of April 6 which had attached to it three copies of a claim in the sum of $1,180.00, filed in your office by Edward Satrum for hauling of materials for Tuss Bros. Construction Co., subcontractor to Central Paving Co. on our Contract No. 4862, your file No. 3643.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

RECEIVED
APR 15 1959
FOR FILING
F 3.3.1(10)
412

April 13, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Jack F. Thompson
Director of Elections

Dear Sir:

Thank you for your letter of April 6 which had attached to it three copies of a claim in the sum of $1,180.00, filed in your office by Edward Satrum for hauling of materials for Tuss Bros. Construction Co., subcontractor to Central Paving Co. on our Contract No. 4862, your file No. 3643.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

April 6, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

We have received from Edward Satrum, 809 Greenwood Drive N. E., Salem, Oregon, and filed as of this date, a notice of claim by Edward Satrum for hauling 2950 yards of crushed rock @ 40¢ a yard for sub-contractor Tuss Bros. Construction Co., in the sum of $1,180.00 against the bond taken from the United Pacific Insurance Co. through Victor S. Risely Co., Portland, Oregon by Central Paving Co., Independence, Oregon for the work of State Highway Contract #4862 for paving the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By
Jack F. Thompson
Director of Elections

GS:FK
Enc.

NOTED ON CARD
dc

RECEIVED
MAR 27 1959
FOR FILING

4862

filer

March 23, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

This will acknowledge receipt of your letter of March 16 which had attached to it three copies of a claim in the sum of $252.00 filed with your office by E. W. Otjen & Co., Salem, for loading crushed rock for Central Paving Company, prime contractor, and Tuss Bros., sub-contractor, on our Contract No. 4862, your File No. 3640.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

March 16, 1959

#1862

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from E. W. Otjen & Co., 590 Wild Wind Dr., S. E., Salem, Oregon, and filed as of this date, a notice of claim by E. W. Otjen & Co., for loading crushed rock for Highway #18 shoulders, loaded at Buell, Oregon, Wallace Bridge Sheridan Unit Section, in the sum of $252.00 against the bond taken from United Pacific Insurance, surety, c/o Victor S. Risely Co., Portland, 4, Oregon, Central Paving of Independence, Oregon being the prime contractor, Tuss Bros. of Brooks being a sub-contractor and E. W. Otjen & Co., being a sub-contractor of Tuss Bros.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

GS:FK
Enc.

RECEIVED
MAR 20 1959
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
MAR 27 1959
FOR FILING

Filed

4862

March 23, 1959

United Pacific Insurance Company
Medical Arts Building
Tacoma, Washington

Gentlemen:

Attached is a copy of a claim in the amount of $252.00 which has been filed with the Secretary of State by E. W. Otjen & Co., Salem, for loading crushed rock for Tuss Bros., subcontractor to Central Paving Company, prime contractor. This appears to be in connection with our Contract No. 4862 for paving the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Victor E. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

Central Paving Co.
P. O. Box 38
Independence, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

CWH:fp

E. W. OTJEN & CO.

Earth Moving
a
Specialty

PH. EM3-7519
590 Wild Wind Dr. S. E.
SALEM, ORE.

March 11, 1959

Notice hereby is given that the undersigned E. W. Otjen DBA E.W.OTJEN & CO. has a claim for hauling crushed rock for Highway # 18 shoulders, loaded at Grandell, Oregon, Wallace Bridge Sheridan Unit Section, in the sum of $ 252.00 against the bond taken from United Pacific Insurance, Miller S. Hardy Co. Portland 4, Oregon.

Central Paving of Dundee, Oregon being the prime contractor Tuss Bros. of Brooks being a sub - contractor and E. W. Otjen & Co. being a sub-contractor of Tuss Bros.

Emil W Otjen

File no. 3640

FILED
MAR 16 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED ON CARD

RECEIVED
MAR 13 1959
FOR FILING

March 12, 1959

Mr. Edward Satrum
1155 Greenwood Drive
Salem, Oregon

Dear Mr. Satrum:

The following will confirm your telephone conversation with this office this morning and your request for information on the procedure in filing a claim against a State Highway contract.

Central Paving Company, Independence, was the prime contractor on State Highway Contract No. 4862 for paving the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties. The surety was the United Pacific Insurance Company, through Victor S. Risley Co., 223 Board of Trade Building, Portland 4, who furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

This contract was awarded January 23, 1957, was completed August 29, 1958, and was accepted by the Highway Commission October 23, 1958.

You stated that Tuss Bros., who was a subcontractor for Central Paving Company, owes you a sum of money for truck hauling on this contract. Should you wish to protect your claim for a period longer than six months following acceptance of the contract by the Highway Commission, you should file your claim with the Secretary of State. Attached are excerpts from the Oregon laws outlining the filing procedure.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

NOTED ON CARD

RECEIVED
MAR 11 1959
FOR FILING

4122

SUBPOENA DUCES TECUM

STATE OF OREGON }
County of Yamhill } ss.

TO FLOYD QUERY, State Highway Commission, Salem, Oregon:

IN THE NAME OF THE STATE OF OREGON,

You are hereby commanded to appear before the Circuit Court, for the County of Yamhill, at the Court House in McMinnville in said County, on the 10th day of March, A. D. 19 59 at 10:00 o'clock A. M., of said day, as a witness in a Civil action prosecuted by ZELLA HODGE, administratrix of the estate of ROBERT D. HODGE, deceased, plaintiff, against MAURICE BOURN and MARCELLA BOURN and CENTRAL PAVING CO., defendants, on behalf of defendants Bourn, and bring all documents and records of State Highway Commission including Contract #4862, official acceptance by State Highway Commission of relocation of Highway #18 between Wallace Bridge and Sheridan, and official opening of said highway to general public for use as public highway.

~~plaintiff against~~ ~~Defendants~~ on behalf of ~~Plaintiff~~

WITNESS my hand and seal of said Court hereunto affixed this 6th day of March, A. D., 19 59

JACK BEELER
Clerk

By WILMA D. TURLEY Deputy

NOTED
FLOYD QUERY

RECEIVED
FEB 2 1959
FOR FILING
F 340 (11)
4862

February 2, 1959

Mr. Glen Grauer
Route 2
Sheridan, Oregon

Dear Sir:

Reply is made to your letter of January 20 concerning damage to your field at the east end of the Valley Junction-Sheridan Section of the Salmon River Highway.

Our Assistant Division Engineer, Mr. G. W. Wimer, reports to me that he contacted you in regard to this matter. While Mr. Wimer reports that there has been no flooding of water from the highway property to your land, it may be that some minor cleaning of ditches would better the situation, and, as he told you, this work will be done.

Very truly yours,

W. C. Williams
State Highway Engineer

TH:jw FC:fn:ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. J. D. Walker

FORM E-80X—50M—6 58—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1959

SUBJECT: Assignment #533-E
Glen Grauer
Salmon River Highway

To: Mr. Tom Edwards
Construction Engineer
D e p a r t m e n t

Yesterday I called on Mr. Glen Grauer in response to his January 20 letter which you referred out as Assignment #533-E. Mr. Grauer also wrote you April 22, 1958, as a result of which State forces ditched, as authorized under prefix 36-1040-232. See files for Wallace Bridge-Sheridan Section of the Salmon River Highway for sketch submitted last April.

The ditch constructed at thattime is in good condition. The old ditch from the end of the new ditch to the river needs cleaning, particularly where the two ditches join. There is some overflow at that point. This small amount of overflow heads toward Mr. Grauer's property but is intercepted by the ditch at the property line between his and State property. There was no surface water passing from State property to Mr. Grauer's property yesterday. All water in both old ditches headed for the river seeps into the ground. It is this water that Mr. Grauer complains of.

Since this is an excess parcel which was leased for $75 in 1957 and $200 in 1958 and beyond normal right of way maintenance, I contacted Property Manager Bill Haskin to discuss the course of action to follow. My recommendation is to sell the property as is. Mr. Haskin has been trying without success to do this for over two years.

Since any ditching we would do would tend to be reflected in the price we might get for this property, we agreed on the following: To do some very minor hand ditching at this time and bring the back-hoe or grader in next summer for a good ditching job when conditions are dry unless the parcel is sold in the meanwhile. Mr. Haskin will try to do this soon by

January 27, 1959

Subject: Assignment #533-E

dropping his asking price.

Mr. Cramer should be advised of our proposed course of action.

J. D. Walker
Division Engineer

By

O. W. Winer
Assistant Division Engineer

OWW:dw

cc: W. H. Haskin
John A. Bond

January 20, 1959

Tom Edwards
Construction Eng.
Highway Bldg.
Salem, Ore.

Dear Sir,

We own a field below the road, at the last end of the Sheridan Valley Junction Highway. There are culverts draining across the road into a ditch which has been bulldozed shut, not allowing any water to run to the river. This water then floods our field causing us a great deal of damage inasmuch as it is almost impossible to farm.

It would be greatly

W.C. Williams November 7, 1959

YSIS

ıg Company
M. Harris

Salmon River Highway
Prefix 36-1040
Project F-300(10)

Bid	Unit Cost	Total Cost	Gross Revenue
0.00	-	723.01	1,400.00
3.00	2.40	754.02	939.87
.80	.67	7,232.38	8,683.36
.02	.015	326.44	445.69
.60	.59	73.15	73.80
.25	1.68	529.16	708.75
.50	7.04	683.22	824.50
.00	38.00	6,378.30	6,714.00
.50	.90	623.62	1,041.00
.75	2.42	588.06	668.25
80	2.17	23,971.99	30,931.60
75	1.78	167,015.30	164,298.75
15	2.00	38,804.48	41,669.15
50	1.50	3,895.80	3,895.80
00	176.84	1,105.27	1,250.00
35	2.42	2,013.06	2,787.20
90	3.44	97,377.13	110,311.93
31.60	30.46	46,014.32	47,729.27
50.00	43.48	173.50	199.50
25.00	24.47	489.38	500.00
1.00	.97	515.94	531.80
4.00	3.60	11,749.68	13,040.00
40.00	34.89	8,934.11	10,242.80

*85-100 Asphalt in Mixture	1,510.42	Ton	31.60	30.46	46,014.32	47,729.27
*RS-1 Asphalt	3.99	Ton	50.00	43.48	173.50	199.50
*Extra for Asph. Conc. Approaches	20	Each	25.00	24.47	489.38	500.00
*Asph. Conc. Traffic Markers	531.8	Lin. Ft.	1.00	.97	515.94	531.80
*Furnish & Place Aggregates	3,260	Cu. Yd.	4.00	3.60	11,749.68	13,040.00
*120-150 Asphalt in Oiling	256.07	Ton	40.00	34.89	8,934.11	10,242.80

RECEIVED

W.C. Williams November 7, 1959

IIS

Company
. Harris

Salmon River Highway
Prefix 36-1040
Project F-300(10)

appreciated if something was done to divert this drainage problem as soon as possible so we could farm this field as soon as the weather permits.

Very truly yours

Glen Evans

R. 2
Sheridan, Ore.

d	Unit Cost	Total Cost	Gross Revenue
00	-	723.01	1,400.00
00	2.40	754.02	939.87
30	.67	7,232.38	8,683.36
02	.015	326.44	445.69
0	.59	73.15	73.80
5	1.68	529.16	708.75
0	7.04	683.22	824.50
0	38.00	6,378.30	6,714.00
0	.90	623.62	1,041.00
5	2.42	588.06	668.25
0	2.17	23,971.99	30,931.60
5	1.78	167,015.30	164,298.75
5	2.00	38,804.48	41,669.15
)	1.50	3,895.80	3,895.80
)	176.84	1,105.27	1,250.00
	2.42	2,013.06	2,787.20
	3.44	97,377.13	110,311.93
	31.60	30.46	46,014.32	47,729.27
*RS-1 Asphalt	3.99	Ton	50.00	43.48	173.50	199.50
*Extra for Asph. Conc. Approaches	20	Each	25.00	24.47	489.38	500.00
*Asph. Conc. Traffic Markers	531.8	Lin. Ft.	1.00	.97	515.94	531.80
*Furnish & Place Aggregates	3,260	Cu. Yd.	4.00	3.60	11,749.68	13,040.00
*120-150 Asphalt in Oiling	256.07	Ton	40.00	34.89	8,934.11	10,242.80

W.C. Williams November 7, 1959

RECEIVED NOV 10 1959 FOR FILING NOTED W. C. WILLIAMS

F 300(10) 4862

FINAL COST ANALYSIS
PAVING

Wallace Bridge-Sheridan
Contract No. 4862

Contractor: Central Paving Company
Resident Engineer: Ross M. Harris

Salmon River Highway
Prefix 36-1040
Project F-300(10)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**Clearing & Grubbing	100%	All	1,400.00	-	723.01	1,400.00
**Drainage Excavation	313.29	Cu.Yd.	3.00	2.40	754.02	939.87
**General Excavation	10,854.2	Cu.Yd.	.80	.67	7,232.38	8,683.36
**Short Overhaul	22,284.7	Yd.Sta.	.02	.015	326.44	445.69
**Long Overhaul	123	C-Yd.Sta.	.60	.59	73.15	73.80
**12" Concrete Culvert Pipe	315	Lin.Ft.	2.25	1.68	529.16	708.75
**30" Corr. Metal Pipe	97	Lin.Ft.	8.50	7.04	683.22	824.50
*Concrete in Islands	167.85	Cu.Yd.	40.00	38.00	6,378.30	6,714.00
*1-1/2" Electrical Conduit	694	Lin.Ft.	1.50	.90	623.62	1,041.00
*Metal Sight Posts	243	Each	2.75	2.42	588.06	668.25
*Metal Guard Rail	11,047	Lin.Ft.	2.80	2.17	23,971.99	30,931.60
*Coarse Cr.Mat'l in Base	93,885	Cu.Yd.	1.75	1.78	167,015.30	164,298.75
*Cr.Mat'l in Base 3/4"-0	19,381	Cu.Yd.	2.15	2.00	38,804.48	41,669.15
*Sprinkling	2,597.2	M-Gal.	1.50	1.50	3,895.80	3,895.80
*Preparation of Base	6.25	Mile	200.00	176.84	1,105.27	1,250.00
*3/4"-0 Mat'l in Binder Course	832	Cu.Yd.	3.35	2.42	2,013.06	2,787.20
*Asphaltic Concrete Mixture	28,285.11	Ton	3.90	3.44	97,377.13	110,311.93
*85-100 Asphalt in Mixture	1,510.42	Ton	31.60	30.46	46,014.32	47,729.27
*RS-1 Asphalt	3.99	Ton	50.00	43.48	173.50	199.50
*Extra for Asph.Conc.Approaches	20	Each	25.00	24.47	489.38	500.00
*Asph.Conc.Traffic Markers	531.8	Lin.Ft.	1.00	.97	515.94	531.80
*Furnish & Place Aggregates	3,260	Cu.Yd.	4.00	3.60	11,749.68	13,040.00
*120-150 Asphalt in Oiling	256.07	Ton	40.00	34.89	8,934.11	10,242.80

FINAL COST ANALYSIS - PAVING CONT'D

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*RS-1 Asphalt in Oiling	75.62	Ton	42.00	36.84	2,785.74	3,176.04
*Pavement Seal Aggregate in S.P.	577.03	Cu.Yd.	3.25	2.13	1,230.26	1,875.35
**PA#1 8" Perf. Concrete Pipe	192	Lin.Ft.	2.75	1.83	351.87	528.00
**PA#1 Special Backfill in Drains	41.56	Cu.Yd.	6.50	5.75	239.07	270.14
**PA#2 Operate Vibratory Roller	72	Hour	10.00	7.90	569.17	720.00
**PA#3 Clear, Grade, Shape & Ditch R/B	100%	All	95.00	-	59.49	95.00
**PA#3 Reinstall 14' Metal Gate	100%	All	20.00	-	19.20	20.00
**PA#3 18" Conc. Culvert Pipe	45	Lin.Ft.	4.75	3.16	142.18	213.75
PA#4 200-300 Asph. in Binder Course	189.83	Ton	40.00	35.94	6,823.19	7,593.20
					1,175.46	1,285.42
					433,366.95	464,663.92

(*
(**Force Account

	Gross Revenue	Total Cost	Profit	% Profit
* Central Paving Company	450,461.07	421,926.78	28,534.29	6.3%
** Greene & Buick	14,202.86	11,440.17	2,762.69	19.4%
	464,663.93	433,366.95	31,296.98	6.7%

Net Profit Equals 6.7% of Gross Revenue

DETAIL OF COSTS
Central Paving Co.

Labor:				
Labor			$ 22,999.75	
Labor Insurance			1,724.98	
Health & Welfare			689.99	$ 25,414.72
Materials:				
M tal Sight Posts	243 Each	@ $1.30	315.90	
Metal Guard Rail & Posts	11,047	@ $1.59	17,564.73	
Base & 3/4-0 Rock Purch. from Burch Sand & Gravel Co.			101,022.00	
Base, 3/4-0, & Paving Aggre. Purch. from McKibben Bros.			65,722.52	
RS-1 Asphalt	79.61 Ton	@ $27.80	2,213.16	
120-150 Asphalt	256.07 Ton	@ $26.00	6,657.82	
200-300 Asphalt	189.83 Ton	@ $26.00	4,935.58	
85-100 Asphalt	1,510.42 Ton	@ $26.00	39,270.92	
Freight on Asphalt	2,053.93 Ton	@ $2.60	5,293.42	
Electrical Conduit	694 Feet	@ .636	441.32	243,437.37
Equipment Rentals & Miscellaneous Supplies:				
Equipment Rental, Owned			19,500.16	
Equipment Rental, Hired			90,198.00	
Gas, Oil, and Grease			7,424.17	
Heating Oil			4,355.00	
Bond			1,557.00	
P.U.C.			620.00	
P.L. & P.D. Insurance			287.50	
Small Tools & Misc. Supplies			1,255.90	
Move in, Freight, and Cartage			2,879.35	
Home Office & General Overhead			11,939.89	
Amount Paid Cushing Bros. for Concrete Work			6,378.30	
Amount Paid Denton for installing Guard Rail & Sight Posts			6,679.42	153,074.69
				$ 421,926.78

DETAIL OF COSTS
Buick & Greene

Labor:			
Labor		$ 2,868.45	
Labor Insurance		229.48	
Health & Welfare		86.05	$ 3,183.98
Materials"			
12" Concrete Pipe	315 Feet @ $1.04	327.60	
30" Corr. Metal Pipe & Bands	97 Feet @ $6.47	627.21	
8" Perf. Concrete Pipe	192 Feet @ $1.13	216.96	
18" Concrete Culvert Pipe	45 Feet @ $2.17	97.65	1,269.42
Equipment Rentals & Misc. Supplies"			
Equipment Rental, owned		4,022.44	
Equipment Rental, hired		495.33	
Gas, Oil, and Grease		1,307.20	
Bond		84.78	
P.L. & P.D. Insurance		35.86	
Small Tools & Misc. Supplies		141.31	
Move in, Freight & Cartage		475.94	
Home Office & General Overhead		423.91	6,986.77
			$ 11,440.17

Remarks:

This was a Federal Aid Primary Project calling for the grading and oiling of 0.64 mile of temporary connecting roads and roadbed widening, and paving of 6.25 miles of main highway roadbed on the Wallace Bridge-Sheridan Unit of the Salmon River Highway in Yamhill and Polk Counties.

The contract was bid and awarded January 23, 1957. Work started April 1, 1957 and the project was completed August 29, 1958.

The contractor purchased all of the crushed material from Burch Gravel Company located at Buell and McKibben Bros. located near Sheridan. These crushing plants started crushing the material for this project April 1, 1957. Good progress was made on the crushing.

The contractor had Tuss Brothers do the hauling and the processing of the crushed material. The equipment used were six twin unit trains, one blade, one water wagon, and one roller. The same party hauled and placed the shoulder rock and the oiling aggregate. Good progress was made on the hauling of the crushed gravel, work progressing thirteen hours per day five days per week.

The clearing, excavation, and the culvert pipe installation was subcontracted by Greene & Buick, grading contractors, at bid prices. The clearing and grading was started September 3, 1957 and this portion of the work was completed October 5, 1957, good progress being made on these items.

The contractor moved in and set up his 6,000 lb. asphaltic concrete batching plant at McKibben Brothers' stockpile site near Sheridan, starting paving October 1, 1957 and completing the paving October 3, 1957. A total of 28,285 tons of Class "B" Asphaltic concrete mixture was mixed and laid in 152 hours for an average of 186 tons per hour which was good production. The material was hauled with an average of ten to twelve trucks with one Barber Greene paver, two rollers used in placing.

Cushing Brothers furnished and placed the Class "A" concrete in the concrete islands below bid prices, realizing a profit for the contractor. Work was stopped for the winter on November 27, 1957 at which time the highway was opened to traffic.

The prime contractor and Tuss Brothers started the shoulder oiling on July 1, 1958 and completed same on July 19, 1958. Good progress was made on this item.

The contractor bought the guard rail and sight post material and hired J.C. Denton to install these items.

The contractor had good bid prices, good equipment, and supervision, realizing a good profit.

RECEIVED
NOV 20 1958
OFFICE OF
STATE HIGHWAY ENGINEER

M. N. Juve
Chief Cost Analyst

By George Kayser

RECEIVED
OCT 6 1958
FOR FILING

(CONTRACT NO.) 4862

File

OREGON STATE HIGHWAY DEPARTMENT

(date) October 21, 1958

(EST. NO.) 14 Final

(CONTRACTOR) Central Paving Company

(AMOUNT) $14,139.98 (DATE) 10-21-58

4862
(VOUCHER NO.)

(WARRANT NO.) H225862

23967

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 125 workdays from 3-1-57

Time Extensions: None

Completion Date: Aug. 29, 1958

Date Accepted: Oct. 23, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Oct. 27, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 27 1958

NOTED ON CARD

RECEIVED
OCT 20 1958
FOR FILING

Oct. 17, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4862 for paving on the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties as completed by the contractor, Central Paving Company, on Aug. 29, 1958, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $14,139.98 will be released to the contractor after acceptance by the Commission. The total contract amount is $64,663.92, of which amount $1,285.42 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm
cc:
United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
SEP 22 1958
FOR FILING

Sept. 19, 1958

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Central Paving Company in connection with Contract No. 4862, for paving on the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties.

This payment, in the amount of $39,997.25, will be released to the contractor on or after Sept. 29, 1958. The retained percentage is $13,933.73.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

A

RECEIVED
FOR FILING

When replying, refer to
08-35.4

September 17, 1958

4862

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-300(10), Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section, Salmon River Highway. Order for State Force work dated August 29, 1958. Painting and reflectorizing sight posts.

Dear Sir:

Reference is made to your letter dated September 9, 1958 concerning subject order.

We are approving the use of State Force as being in the public interest for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

We are participating in this work due to the early date of the contract and with the understanding that further work of this nature is to be provided for as part of the contract work.

Very truly yours,

C. C. Polk
Division Engineer

NOTED
FORREST COOPER

Orig to SHP

RECEIVED
SEP 10 1958
FOR FILING

1162

September 9, 1958

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Force Work No. 263 covering painting and reinforcing eight posts, on the Wallace Bridge-Harlan Unit, Valley Junction-Hoskins Section of the Salem River Highway, in Linn and Polk Counties, Contract No. 6162, in connection with Federal Aid Project No. F-300(20).

The contractor was not required to paint eight posts under the provisions of the contract. The State has the materials and equipment operated by experienced crews, to do the work more economically than the contractor could. The amount is too small to do by separate contract. The work has not been done.

Your approval of this order using State forces at agreed unit prices is requested.

The total estimated amount of the order is $400.00 with Federal Participation of $275.00.

Very truly yours,

H. C. Williams
State Highway Engineer

By

C. J. Pearce
Assistant State Highway Engineer

Enclosures

DEP:lmw

RECEIVED
SEP 15 1958
FOR FILING

F-300(6)

4862

September 5, 1958

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 29, 1958, on Contract No. 4862, Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section, in Yamhill & Polk Counties, in connection with Federal Aid Project No. F-300(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:maj

cc: Clarence C. Swenson

RECEIVED
SEP 15 1958
FOR FILING

F-300(6)
4862

September 5, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 29, 1958, on Contract No. 4862, Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section, in Yamhill & Polk Counties, in connection with Federal Aid Project No. F-300(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:maj

cc: Clarence C. Swenson

[redacted] FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT S. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F 300 (1)
4862

June 30, 1958

Central Paving Company
P. O. Box 38
Independence, Oregon

Gentlemen:

Your letter regarding traffic control on Contract No. 4862, Wallace Bridge-Sheridan Unit, during shoulder oiling operations is at hand.

The matter of detouring traffic during this period has been thoroughly discussed and we are of the opinion that such a detour is not advisable. A very difficult detour problem would be encountered on the western end at Wallace Bridge, inasmuch as Wallace Bridge itself must be kept open to accommodate Salem traffic; also, all feeder roads and the interchange at Sheridan provide access which would have to be cut off.

It is also common practice to oil not only shoulder areas but even main roadbed under traffic and if necessary a pilot car plan may be used in the affected area.

We suggest that every precaution for the safety of traffic be taken and that such flagmen as needed be placed. In this case, we are willing to consider a reasonable claim for reimbursement for extra flagmen or safety measures deemed necessary.

Very truly yours,

J. D. Walker
Division Engineer

JDW:AH
cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Ross Harris

NOTED
FORREST COOPER

RECEIVED
JUN 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

CENTRAL PAVING COMPANY

PLANTS: SALEM • DALLAS • INDEPENDENCE • • • • • MAILING ADDRESS: P. O. BOX 38 INDEPENDENCE, OREGON

TELEPHONE:
SALEM: EMPIRE 3-5468
DALLAS: MAYFAIR 3-4141
INDEPENDENCE: 231

RECEIVED

F-300 (10)
4862

June 27, 1958

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

We are writing you regarding traffic control for the completion of work on Contract #4862, named as the Wallace Bridge-Sheridan Unit-Valley Junction-Sheridan Section of the Salmon River Highway.

The work to be completed is preparation and oiling of shoulders and the installation of guard rail and sight posts. We have scheduled this work to start Monday, June 30th., and will make every effort to complete same by July 18, 1958, weather permitting.

Because of the fact that this road is now open to traffic; that it is a very heavily traveled road; that there has been four deaths, either directly or indirectly as results of accidents on this road during its construction; that the Community has considerable feeling toward the State Highway Department and the Contractor regarding these accidents; that traffic will not abide by signs and flagmen, we the Contractor propose to finish this work by detouring the West bound traffic entering this section of road from the East via the old road through Sheridan and Willamina and detouring the East bound traffic entering this section from the West at Wallace Bridge via the old road through Willamina and Sheridan. We propose this detour only through the hours of 7:00 A.M., to 5:00 P.M., daily, excluding Saturdays and Sundays. We further propose that any local, county, or cross traffic would use the new road while we are working. We further propose that Oregon State Police patrol this road, issue tickets for arrest and see that a fine is assessed and collected for violation to signs and speed. We feel the above plan is practical and that it will permit us to finish this particular contract without further accidents.

RECEIVED
JUN 30 1958
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

CENTRAL PAVING CO.

Arthur B. Woods
President

ABW:bfd
cc: Ross Harris
J. D. Walker
Tom Edwards

ROUTED
FORREST COOPER

A

FORM E-80 DOH 8-57—6502

RECEIVED
MAR 17 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1958

SUBJECT: Before & After Comparison
Vehicular Traffic
Wallace Bridge-Sheridan Section
Salmon River Highway

To: G. S. Paxson
Asst. State Highway Engineer
Office

Enclosed is one copy of a comparison of vehicular traffic before and after relocation of the above subject highway.

J. Al. Head
Assistant Traffic Engineer

ns

cc: W. C. Williams
Forrest Cooper
Tom Edwards
J. D. Walker
C. G. Polk

NOTED

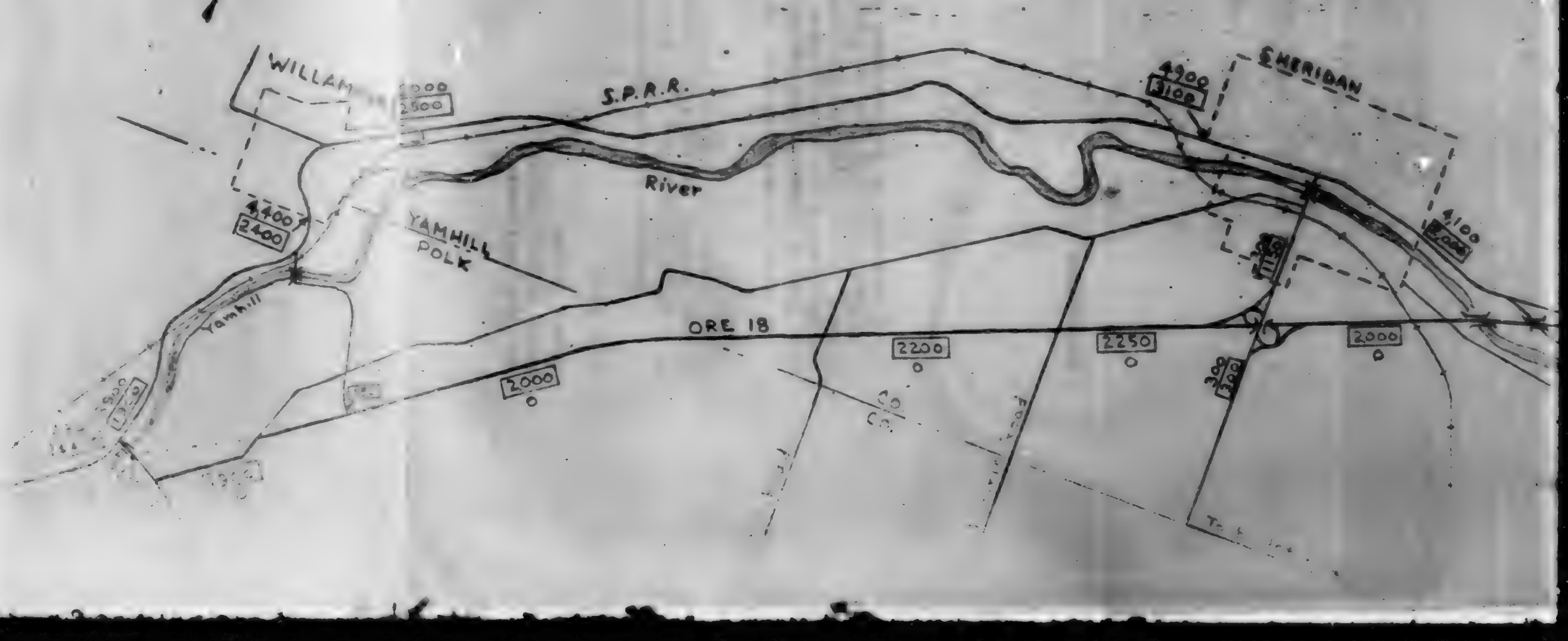
RECEIVED
MAR 17 1958
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

COMPARISON OF VEHICULAR TRAFFIC WALLACE BRIDGE — SHERIDAN BEFORE AND AFTER RELOCATION OF SALMON RIVER HIGHWAY ORE 18

Vehicular traffic volumes not enclosed are 1956 ADT before relocation of Salmon River Highway opened to traffic.
Vehicular traffic volumes enclosed ▭ are 1957 ADT After relocation of Salmon River Highway opened to traffic.

March 1958

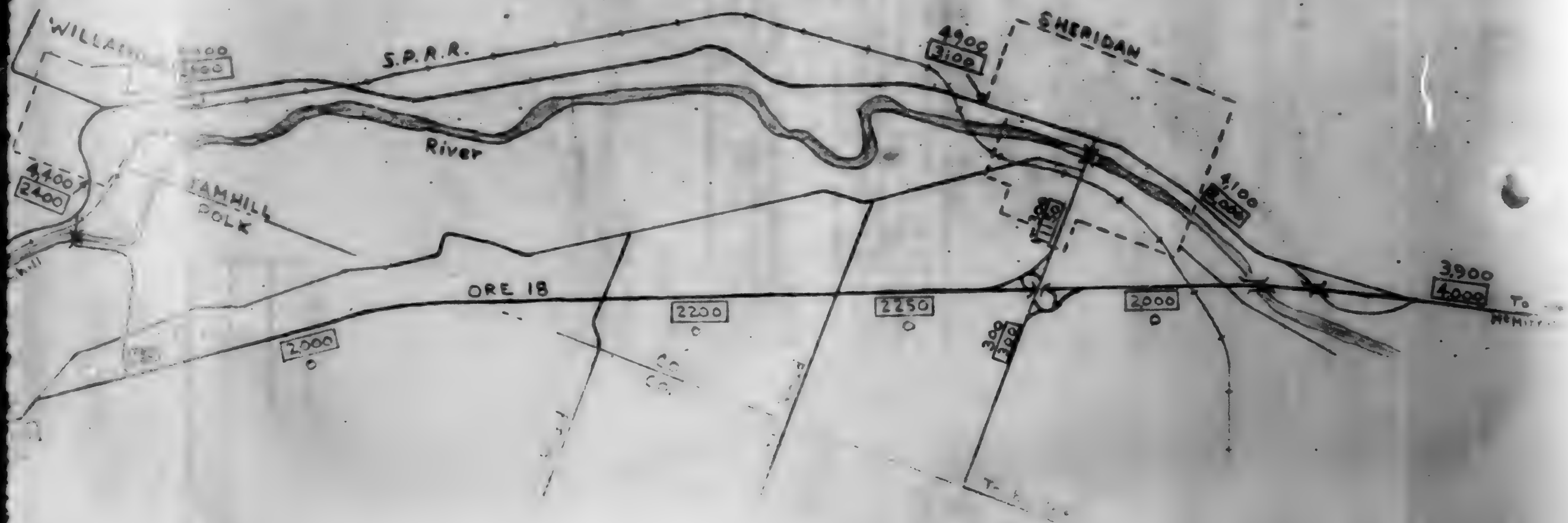


OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

COMPARISON OF VEHICULAR TRAFFIC WALLACE BRIDGE — SHERIDAN BEFORE AND AFTER RELOCATION OF SALMON RIVER HIGHWAY ORE 18

Vehicular traffic volumes not enclosed are 1956 ADT before relocation of Salmon River Highway opened to traffic.
Vehicular traffic volumes enclosed ▭ are 1957 ADT After relocation of Salmon River Highway opened to traffic.

March 1958



RECEIVED
FEB 25 1958
FOR FILING
F-300(10)
Alt 2
08-35

February 24, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Returned herewith are copies of your Order for State Force Work dated February 11, 1958 involving Slide Control on the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Polk and Yamhill Counties, Federal-aid Project F-300(10).

From the description of the work involved it would appear that this is primarily a maintenance obligation, and as such would not be eligible for participation on a State Force Account basis. However, eligibility for participation would be considered if the work were to be performed by the contractor's forces either as a price agreement or force account basis.

Very truly yours,

C. O. Polk
Division Engineer

Attachments

Original to 54P

F. C.
COOPER

RECEIVED
FEB 21 1958
FOR FILING
F-300(10)
4962

February 18, 1958

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
Idaho Highway Building
Boise, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Force Work No. 332 covering slide removal on the Wallace Bridge-Interior Unit, Valley Junction-Interior Section of The Salmon River Highway in Polk and Yamhill Counties, Contract No. 4962, in connection with Federal Aid Project No. F-300(10).

This work is necessary to repair slide damage to the grade occurring through the last winter season. The paving contractor is not equipped to do this work. No other contractor is available in the area and the amount is not large enough for separate contract.

The state has the necessary equipment available to do this work.

The total estimated amount of this order is $2,000 with federal participation of $2,000.

Your approval of this order under the provision of 23-6.3 is requested. This work has not been done.

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures
DEP:lar

RECEIVED
C 11 1957
FOR FILING
08-35

December 6, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-300(10)
Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Sec., Salmon River Hwy.
Order for State Force Work dated November 21, 1957. Installing delineators, Sheridan Connection and Interchange
Estimated Cost - $680.00
Federal Funds - $420

Dear Sir:

Reference is made to your letter dated November 29, 1957 concerning subject order.

We are approving the use of State Force as being in the public interest for the following reasons:

1. The contractor's forces are not available.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

Original with
encl. to Mr. Probert

FILED
ERNEST COOPER

RECEIVED
DEC 3 1957
FOR FILING

November 29, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 263 covering installing delineators at the Sheridan connection and interchange on the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salem River Highway in Yamhill and Polk Counties, Contract No. 4262, in connection with Federal Aid Project No. F-300(10).

Reflectorized delineators are to be installed in lieu of the planned overhead illumination, estimates for which were $11,500 for the interchange and $7,500 for the E. Sheridan connection. Installation of the delineators will be done by the state sign crew, as the amount is too small to be done economically by separate contract, and contractor's forces are not available. The section is open to traffic. Your approval of this order on force account basis using state forces is requested.

The total amount of this order is $660 with federal participation in the amount of $420.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
NOV 25 1957
FOR FILING

4862

November 25, 1957

Honorable Robert D. Holmes
Governor of Oregon
State Capitol
Salem, Oregon

Dear Governor Holmes:

I have just this morning returned to my desk after attending the annual conference of the American Association of State Highway Officials in Chicago and have before me a letter addressed to you by Fred Boseman, Mayor of Sheridan, together with a request from Mr. Swanson that I give you a report on the matter of the new intersection near Wallace Bridge.

We have delayed the opening of the new highway until all factors of safety could be installed. The intersection near the Wallace Bridge will be protected with a flashing signal light, will have wide turning movements, and will be as safe as it is possible to improve an intersection without the construction of a traffic-separated interchange. It would, of course, be desirable to have all of our major intersections improved with traffic separations, but monies simply are not available to accomplish this at all locations. When the next section of highway is constructed westward from Wallace Bridge to Valley Junction, there will be a complete traffic-separation interchange at the Wallace Bridge location. Meanwhile, we have taken all reasonable precautions to eliminate, insofar as possible, traffic accidents.

It is planned to open the new section of highway to public traffic at 12 noon tomorrow, Tuesday, November 26.

If you desire to discuss this matter with me personally, I can be at your office upon ten minutes notice.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. Forrest Cooper

ROBERT D. HOLMES
GOVERNOR

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

November 19, 1957

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
State Highway Engineer
Highway Building

Re:. Wallace Bridge traffic

Dear Dutch:

Can you make a report on the enclosed for the Governor and if you think it necessary for a personal conference, let me know.

Sincerely,

Harry R. Swanson, Jr.
Executive Assistant

HRS ib

RECEIVED
NOV 2 1957
OREGON
STATE HIGHWAY COMMISSION

Cecil Harrison,
Fire Chief

Harry V. Hayes,
Chief of Police

Fred Bozeman, Mayor

Sharon L. Ages, Municipal
Judge & Recorder

Opal Hargadine,
City Treasurer

City of Sheridan

Sheridan, Oregon

November 15, 1957

Honorable Robt. D. Holmes, Governor
State of Oregon
Salem, Oregon

Dear Sir:

To begin with, I would like to express my sincere appreciation and heartfelt thanks for the response you have shown in regard to my request for a meeting here in Sheridan, Wednesday, November 6, 1957, concerning the Buell intersection on the new highway by-passing Sheridan. I would also like to take this opportunity to point out that Mr. Williams is in no way responsible for this situation, as the fault lies in the original planning by Mr. Baldock, the former highway Commissioner. I firmly contend that an overpass is the only safe solution to this problem.

At this time I would also like to enter a protest concerning the situation which is going to occur as soon as the new highway opens. There is going to be two main arteries of traffic emptying into the Wallace Bridge. I definitely believe this will also lead to a very hazardous condition. I firmly recommend a further study and survey of traffic, and existing conditions of the aforementioned area, before the highway is opened.

Trusting you will give this your immediate attention, I remain,

Yours sincerely,

Fred Bozeman

Fred Bozeman, Mayor
City of Sheridan

FBmm

cc: Mr. W. L. Williams

RECEIVED
NOV 27, 1957
FOR FILING

COMMISSIONERS
CHAS. H. STRICKLER, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

4162

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
November 25, 1957

Gene L. Brown
Attorney at Law
205 Wing Building
Grants Pass, Oregon

Re: Death of R. D. Hodge

Dear Mr. Brown:

Your letter of November 22nd directed to Mr. W. C. Williams has been handed to me for reply.

Please be informed that the road you referred to is the Sheridan By-Pass and will not be open to the public until tomorrow, November 26th, at noon. As of the 5th of November this highway had not been accepted from the contractor by the Highway Commission, nor was it open to the public for travel.

The contractor involved is the Central Paving Company of Independence, Oregon, and you may reach them at that address.

Should there be anything further that you desire concerning this matter, please do not hesitate to call upon me.

Very truly yours,

LEONARD I. LINDAS
Chief Counsel

LIL:br
cc: W. C. Williams

RECEIVED
NOV 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 1957
FOR FILING

GENE L. BROWN
ATTORNEY AT LAW
205-211 WING BUILDING
GRANTS PASS, OREGON
GREENWOOD 6-2464

OFFICES WITH
DONALD F. MYRICK
DONALD H. COULTER
F-300 (10)
4862

NOTED
State Highway Engineer

November 22, 1957

State Engineer
The Oregon State Highway Department
Salem, Oregon

Attention: Mr. Williams

Dear Mr. Williams:

I am interested in determining what the status was of a stretch of new highway 18 which has been and is being constructed to by-pass the town of Sheridan, Oregon, particularly whether the highway had been accepted by the State of Oregon on the 5th day of November, 1957, or whether it was still under the control and jurisdiction of the contractor for the highway.

For your information, I represent Mr. R. D. Hodge, who was killed in an accident at the intersection of the Mill Creek Road and new Highway 18 on the 5th day of November, 1957.

I would appreciate it if you would furnish me the above information, together with the name and address of the contractor for this section of highway.

Your courtesy in this regard is appreciated.

Very truly yours,

Gene L. Brown

GENE L. BROWN

GLB:ns

Gen Pub. Tomorrow Noon.
Central Paving Co
of Independence.

RECEIVED
NOV 25 1957
OREGON

RECEIVED
DEC 5 1957
FOR FILING
F-340 (10)
4.1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1957

SUBJECT: Installation of Flashing Island End Lights
Sheridan-Wallace Bridge Unit
The Sheridan Valley Junction Section
ORE18

To:

MEMORANDUM TO FILE

Acting on Mr. Crandall's verbal instruction, Mr. Judson of the Sign Department and I, on November 12, 1957, made the necessary field arrangements for installing the following equipment:

1. 360° Airport Flashing Island Light

2. Post-mounted Double Alternate Flashing Beacon

It is understood that each of the above mentioned units will be installed on the ends of the two concrete median islands on the above mentioned section of ORE18. The estimated cost of the entire installation, as finally determined in the field will be approximately $1,600.

In addition to the island flashers, there is also being installed at the new intersection of ORE18 and ORE22 an overhead type flashing beacon. This flashing beacon was arranged such that a flashing red indication and a green right turn arrow will be directed to the north approach of ORE18. A flashing red indication will be directed to the east approach of ORE22 with a flashing yellow indication for the west approach of ORE22. There is to be installed at this location in addition to the flashing beacon, two mercury-vapor luminaires. These luminaires will be mounted on the existing poles used for the flashing beacon.

L. F. George

L. F. George
Signal Engineer

LFG:pk

cc: G. S. Paxson
J. D. Walker
W. O. Widdows

NOTED
G. S. PAXSON

RECEIVED
NOV 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
Form 6
NOV 13 1957
FOR FILING

NOTED
W. C. WILLIAMS

VEHICLE ACCIDENT REPORT

OREGON STATE POLICE

☒ Fatal ☐ Non-fatal

E-20-10

County Yamhill

Date November 6, 1967

#4862 Junction Sheridan-Buell Road and new Highway
Location 18, Sheridan By-pass (not yet opened) Date 11-5-57 Time 5:40 PM

Vehicle No. 1—

'53 Oldsmobile	Coupe	4D-2997	East	unknown
Make	Type	License	Direction of Travel	Stated Speed

(K) ROBERT DURWARD HODGE: 1240 N. Evans McMinnville, Oregon — Age 46 — Operators License 107668
Name and Address of Operator

Same
Name and Address of Owner

Vehicle No. 2—

'56 Chevrolet	pick-up	5L-9886	south	30 MPH
Make	Type	License	Direction of Travel	Stated Speed

(I) MAURICE EDWARD BOURN: Rt. 1, Box 134, Dallas, Oregon — Age 42 — Operators License 632287
Name and Address of Operator

Same
Name and Address of Owner

Vehicle No. 3—

Make | Type | License | Direction of Travel | Stated Speed

Name and Address of Operator — Age — Operators License

Name and Address of Owner

Pedestrian Name and Address — Age

Passengers Name and Address	In Vehicle	Age
(I) MRS. R. MARCELIA BOURN: Rt. 1, Box 134 Dallas, Oregon	2	40

DSP:lmr

WITNESSES

RONALD KLUTH: P. O. Box 167 Willamina, Oregon
Name and Address

KAY KADELL: Rt. 1 Box 295 Sheridan, Oregon

REFER: Supplemental report by Officer Bakke re statements of witnesses.

NARRATIVE

Vehicle #1 was traveling east on the new highway 18, Sheridan By-pass (not yet opened for traffic but paved and marked with center strip) at an unknown speed. Vehicle #2 traveling souty on the Sheridan-Buell Road at a stated speed of 30 MPH started to cross the new highway, suddenly saw a flash of light to his right (west), applied the brakes and struck vehicle #1 on the left-front with his right-front. Vehicle #1 ended on its top headed south in the south ditch of the new highway 18 approximately 100 feet east of the Sheridan-Buell Road. Vehicle #2 ended in the same ditch on its wheels headed east, 24 feet east of the Sheridan-Buell Road. The deceased was still in vehicle #1 when the writer arrived on the scene. (Later removed by Deputy Coroner PAUL PERSHALL, Sheridan, Oregon). Both occupants had been thrown from vehicle #2 but had already been removed by the ambulance driver when the writer arrived. During the hours of darkness; clear moon-lit night. Highway dry, visability good. Both highways mentioned are paved with asphaltic concrete.

STATEMENTS

MAURICE EDWARD BOURN: Stated in effect the following: I was going south on the Buell Road about 30 MPH. I went to cross the new highway, I looked both ways, I didn't see nothing. The next thing I knew I was hit. I had been in Sheridan and was going home.

STATE POLICE
SALEM, OREGON
DEPARTMENT OF
NOV - 8 1957
RECEIVED

ACTION TAKEN

The information obtained will be presented to the Yamhill County District Attorney for possible action.

cc: to Yamhill County D.A.
to Yamhill County Coroner

Indicate before name:
(I)—Injured
(K)—Killed

Attach Diagram

/s/ Gerald L. Denton, PFC
OFFICER

State Printing

Form 8a—50M—8-47 STATE PRINTING DEP.

OFFICER'S REPORT
OREGON STATE POLICE

TIME 12:30 A.M. No.

Place McMinnville County YAMHILL

Subject FATAL ACCIDENT (SUPP) November 6th, 1957

ROBERT DURWARD HODGE(DECEASED) 1240 N. Evans st. McMinnville Oregon
REFER to fatal accident report by officer Denton dated Nov 6th 1957

During the course of the investigation the following people were contacted and made the following statements as listed below.

RONALD KLUTH P.O. box 167 Willamina Oregon. Stated in effect the following:
I was at the Kadell residence and saw the green pick up traveling south on the Buell road at about 35 m.p.h. and about 1 minute later I heard the sound of the crash.

KAY KADELL rt. 1 box 295 Sheridan Oregon. Stated in effect the following:
I was at my home and noticed the green pick up traveling south on the Buell road at a fairly slow speed, as it passed by I looked at my watch and the time was beetween 5:45 & 5:50 P. M.

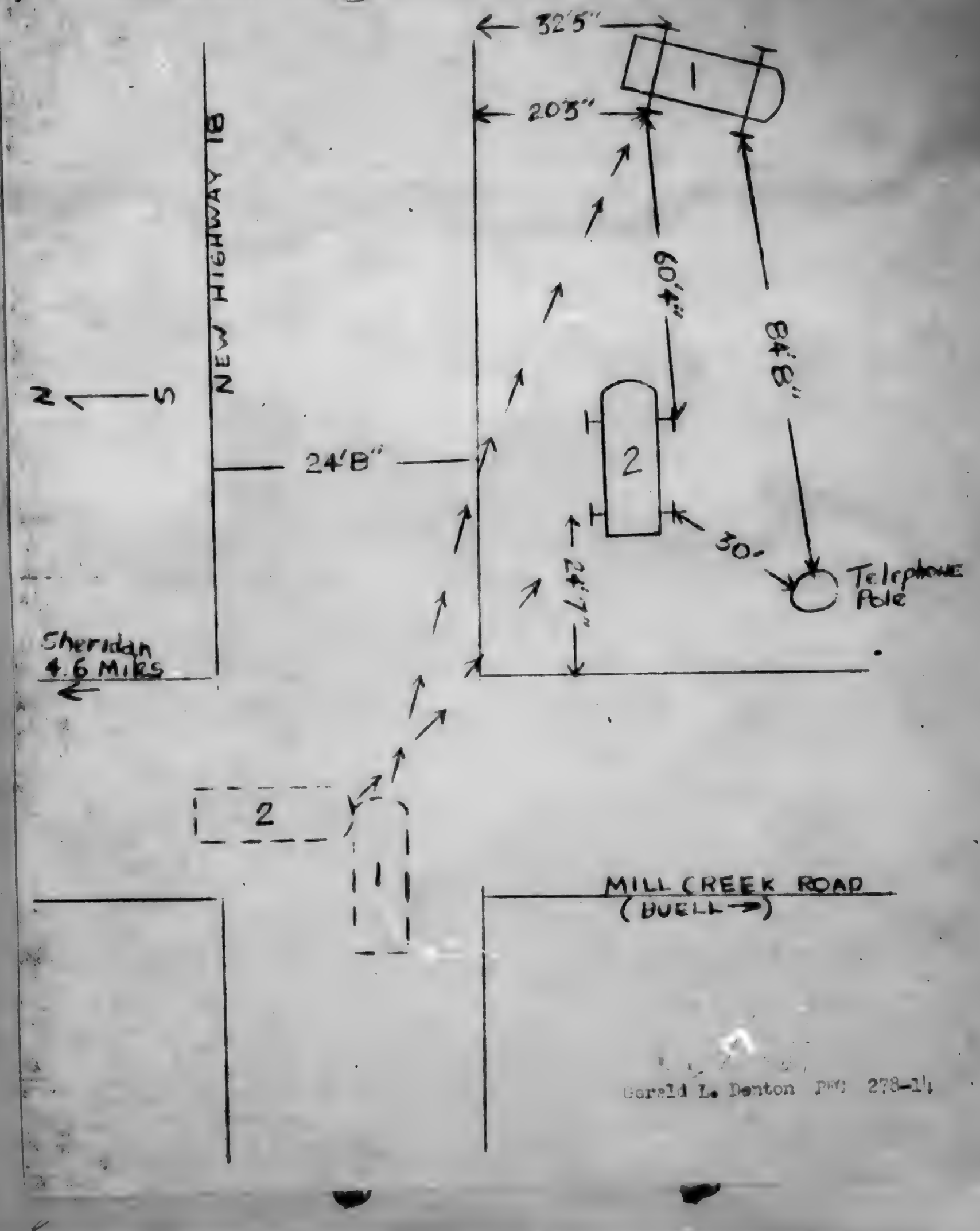
CLYDE W. EVERS rt 1 box 194 Sheridan Oregon. Stated in effect the following:
I was at my fathers house about 3/4 of a mile from the scene of the accident and I heard the collision but I did not hear any tires squeal. The sound of the collision was very loud it sounded like a whole load of lumber falling off a truck at one time. The operater of the pick up was lying in the road and the woman passenger was lying in the grass by the pick up when I got there.

cc to Yamhill county D.A.
to Yamhill county coroner

Gerald L. DENTON PFC Edward L. Leikie Act 412-14

DEP:lmr

Fatal Accident: Yamhi[illegible]ounty November 5, 1957 (K) [illegible]T DUPWARD HODGE



Gerald L. Denton PW: 278-14

RECEIVED
OCT 11 1957
FOR FILING

F 3(11)

4462

October 9, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering pavement removal on the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties, Contract No. 4862, in connection with Federal Aid Project No. F-300(10).

It is necessary to remove approximately 4,200 sq. ft. of pavement on the east end of the project to meet the new typical section. The existing highway is on a superelevated curve and removal of the high side is necessary to meet newly established grades.

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmr

RECEIVED
OCT 10 1957
FOR ROAD
F 300(10)
08-35
4262

October 8, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Returned herewith are your order and letter requesting approval for State force work No. 211 covering the rental of State-owned vibratory roller on the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk counties, Federal-aid Project No. F-300(10).

Paragraph 11, PPM 21-6.3 dated May 9, 1956 states, "It is contrary to Public Roads policy that publicly owned equipment should compete with privately owned equipment on a project to be let to contract". This does not appear to be an exceptional case as later excepted in the PPM, so we do not feel that approval of the order can be granted at this time.

Very truly yours,

C. G. Polk
Division Engineer

Attachments

Orig & SNP

RECEIVED
OCT 3 1957
FOR FILING

September 16, 1957
9:35 a.m.

Message by telephone from Lloyd Woolfe re Grosser well near Sheridan:

"Well driller has obtained a satisfactory amount of water from the new well which we have drilled to replace the one we damaged and is proceeding to hook it up, and the cost will be within our $750 to $1,000 estimate. I will keep check on it the rest of the week--on this hookup--and I will also phone Right of Way now and tell them that everything is going all right."

Approved by Comm
Oct 1-1957
Copy
Porter will handle

Salem, Oregon
September 4, 1957

Martin L. Grosser Claim -
Sheridan-Valley Junction Section
Salmon River Highway

MEMORANDUM TO THE FILE:

For some time we have had a matter under consideration and investigation on the Wallace Bridge-Sheridan Section having to do with a well owned by Martin L. Grosser.

The matter was recently investigated by our Geologist, Lloyd Woolfe, and it was his opinion that we could have caused the damage. These matters are always hard to resolve. Based upon Mr. Woolfe's report, I asked the Right of Way Department to attempt to make a cash settlement with Mr. Grosser, but he would have none of it. In order to resolve the matter, I asked Mr. Woolfe to make arrangements to drill a new well. He stated that there was a competent well driller in the area who was familiar with the formations in that vicinity and believed that he had reasonable assurance of developing an adequate supply for something less than $1,000.

Mr. Woolfe will keep me informed, and when cost estimates are available the matter will be taken to the Highway Commission for approval. Mr. Grosser states that he is running out of water and that something must be done. I have talked with him personally, and he is very reasonable.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
Mr. J. H. Walker
Mr. Lloyd Woolfe

Salem, Oregon
August 23, 1957

Martin L. Groesser Claim -
Sheridan-Valley Junction
Salmon River Highway

Mr. R. L. Porter
Right of Way Engineer
Department

You are no doubt conversant with the fact that Martin L. Groesser has made claim against the Highway Department in connection with damage to his well on the Sheridan-Valley Junction Section. This matter seems to have gotten bogged down in the shuffle and was brought to light recently by Mr. Groesser's discussing it with me personally.

In order to break the log jam, I had our geology people make an investigation, and it is their thinking that the State is probably guilty; therefore, settlement should be made. They report that the cost would probably be somewhere between $750 and $1,000. It would probably be preferable if we could make a cash settlement with Mr. Groesser and get the matter closed.

Will you please have a right-of-way agent contact the owner immediately and see whether a settlement can be worked out within the above limits. If not, we will then do the next best thing.

I would appreciate it if this matter could be expedited.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. Tom Edwards
Mr. J. D. Walker
Mr. Rowe Harris

FORM E-20X—37,500—8-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 19, 1957

SUBJECT: Grosser Well Problem
Sheridan-Valley Junction
Salmon River Highway
Yamhill County

To G. L. Decker
Staff Assistant
S H O P S

Reference is made to Forrest Cooper's telephone request to you on August 15, that an investigation be made of Martin L. Grosser's claim that highway construction blasting has damaged his house well, which is located on his property about one mile east of Sheridan at Route 2, Box 307. (See attached map) His house is about eight hundred feet north of the borrow area which was heavily blasted last year to produce fill material for the new structure approaches east of Sheridan.

Accompanied by Ed Johnsen, geologist for Division I and II, I conferred with Mr. Grosser at his house on August 16, where we examined his well's depth and production.

Our conclusion is that Mr. Grosser quite probably has a just claim, and that it would be far more expensive to attempt to dispute his claim than to make some sort of settlement.

Grosser said that he has written the Highway Department twice in the last year concerning his well's lowered capacity following the blasting and had received no reply.

He then went to see his lawyer, Mr. Dashney of McMinnville, and was advised to go in person to Mr. Williams or Mr. Cooper before initiating any lawsuit.

His well had an initial constant flow of eight gallons per minute, and was drilled in August of 1955 by George Kulick of Willamina. His well had the reputation of being the "best in the neighborhood". Mrs. Hallstadt, who lives just north of Grosser, stopped by while we were there, and made such a statement.

His six inch well now empties after eight minutes steady pumping, and refills at one foot per minute.

A similar well damage claim, R/W File 18107, to a Mr. and Mrs. Milo Elliot, who live about one thousand feet to the southeast, arose from blasting for the Sheridan-Deer Creek job in the spring of 1952. The Highway Department then had Kulick drill the Elliots another well. Attached to this report are copies of correspondence concerning the Elliot well. The right of way file has a letter from the Elliots expressing satisfaction with the new well.

I recommend that Grosser be drilled another well or offered a cash settlement. I believe that he will prefer a new well and that Kulick of Willamina, whom I think is a very good and dependable well driller, should be asked to submit a bid for this drilling. The cost will be between $750 and $1000. Grosser's present pump will be adequate for the new well, which can be drilled at a lower elevation about three hundred feet south.

Lloyd Woolfe
Geologist

LW/le

Attachments: Elliot correspondence (2)
Location maps (1)

cc: Forrest Cooper
Tom Edwards
J. D. Walker
R. L. Porter
Ross Harris
Warren Gaskill

RECEIVED
AUG 20 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
June 10, 1952

File No. 18107-Elliott
Sheridan-Deer Creek Section
Salmon River Highway

Mr. W. C. Williams
Assistant State Highway Engineer
C I T Y

Dear Mr. Williams:

Mr. and Mrs. Milo Elliott, from whom we have acquired right of way on the Sheridan-Deer Creek Section of the Salmon River Highway, between Stations 54 and 62+50, have written a letter stating that the blasting has caused the water in their well to drop about eighteen feet. We believe this a construction problem that should be investigated by the engineer's. We have informed the Elliott's that their letter of June 7, was being referred to the engineer's for investigation. If, after the engineers investigate, you wish this department to do anything further please advise.

The Elliott's have been very reasonable and cooperative in their dealings with the Highway Department.

Very truly yours,

FORREST COOPER
Right of Way Engineer

FWS:je
Encl.

cc: Mr. Forrest Cooper

The Elliots were satisfied by the drilling of another well

C
O
P
Y

R. 2. Bx 217
Sheridan, Ore.
June 7, 1952.

Dear Sirs,

The blasting on our place has tapped our water vein and lowered the water down about 18 feet in our well. It happened about 2 weeks ago & the water has not come back so we feel sure it will not do so.

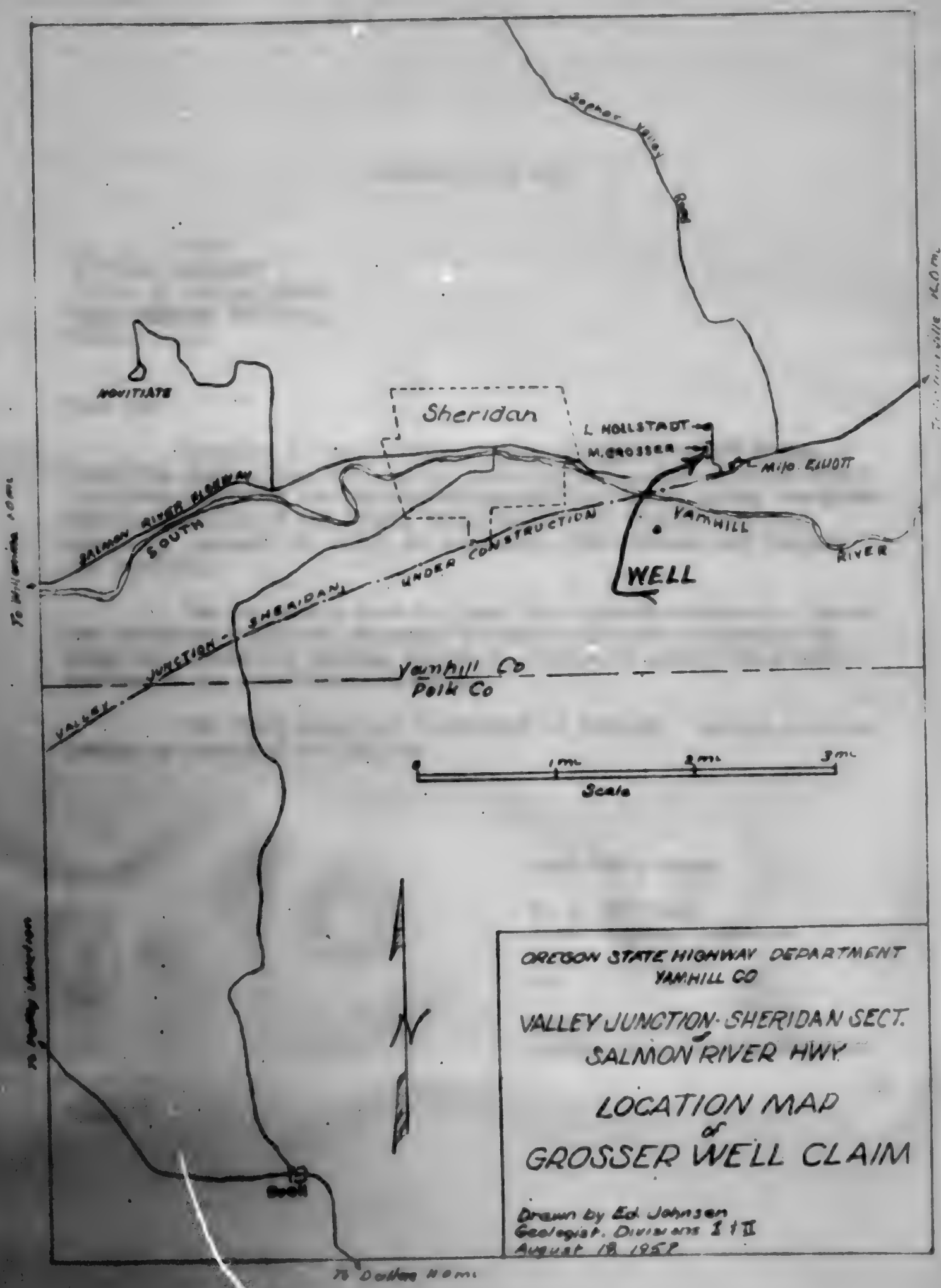
Who is responsible for this?

We dont want confusion. We simply must have water. What can we do about it? How will we go about it to collect for damages. Our place is of no value without water. This was a good vein and the water came up to within three feet of the top of the casing thru all seasons for the 10 years we have had it. We don't realy want damages. What we want is water. We know there is a right way to go about this and sincerely want to know what is best for all concerned.

Sincerely,

/s/ Milo & Clara Elliott

The Elliotts were satisfied by drilling another well


Sheridan
L HOLLSTADT
M. GROSSER
MILO. ELLIOTT
NOVITIATE
SALMON RIVER FLOODWAY
SOUTH
UNDER CONSTRUCTION
YAMHILL
RIVER
WELL
VALLEY JUNCTION - SHERIDAN
Yamhill Co
Polk Co
1 mi.
2 mi.
3 mi.
Scale
OREGON STATE HIGHWAY DEPARTMENT
YAMHILL CO
VALLEY JUNCTION - SHERIDAN SECT.
SALMON RIVER HWY.
LOCATION MAP
of
GROSSER WELL CLAIM
Drawn by Ed Johnson
Geologist. Divisions I & II
August 18 1952

RECEIVED
SEP 20 1957
FOR FILING

September 18, 1957

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir

Herewith for your consideration and approval are copies of Order for State Force Work No. 211 covering the rental of state-owned vibratory roller on the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties, Contract No. 4062, in connection with Federal Aid Project No. F-300(10).

The contractor does not have this special equipment. Use of the vibratory roller is necessary to obtain adequate compaction in areas not reached by hauling vehicles. Equipment rental rates will conform to the established schedule.

The total amount of this order is $735.00. Federal participation is estimated as $654.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Fogwest Cooper
Deputy State Highway Engineer

DFC:cr

RECEIVED
SEP 5 - 1957
FOR FILING

FORM E20—50M—8-59—96694

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 4, 1957

SUBJECT: Martin L. Grosser Claim -
Sheridan-Valley Junction Section
Salmon River Highway

To:

MEMORANDUM TO THE FILE:

For some time we have had a matter under consideration and investigation on the Wallace Bridge-Sheridan Section having to do with a well owned by Martin L. Grosser.

The matter was recently investigated by our Geologist, Lloyd Woolfe, and it was his opinion that we could have caused the damage. These matters are always hard to resolve. Based upon Mr. Woolfe's report, I asked the Right of Way Department to attempt to make a cash settlement with Mr. Grosser, but he would have none of it. In order to resolve the matter, I asked Mr. Woolfe to make arrangements to drill a new well. He stated that there was a competent well driller in the area who was familiar with the formations in that vicinity and believed that he had reasonable assurance of developing an adequate supply for something less than $1,000.

Mr. Woolfe will keep me informed, and when cost estimates are available the matter will be taken to the Highway Commission for approval. Mr. Grosser states that he is running out of water and that something must be done. I have talked with him personally, and he is very reasonable.

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
Mr. J. D. Walker
Mr. Lloyd Woolfe

RECEIVED
AUG 6 1957
FOR FILING

FORM ESO—90M—8-57—1476

F 300(10)

4 1 F 3

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1957

SUBJECT: Railroad Grade Crossing Protection
Sheridan-Wallace Bridge Section
Salmon River Highway

To: G. S. Paxson
Assistant State Highway Engineer
Office

Mr. L. E. George of this office was discussing some other problems with Mr. Frank Bartlett of the Southern Pacific Company on Tuesday, July 30, and Mr. Bartlett asked us to advise you that the grade crossing signal on the new highway location opposite Sheridan is ready to turn on whenever the contractor wants it for the protection of his construction equipment.

I wish to advise that we so informed Mr. L. H. Young, Assistant Construction Engineer, by telephone of this. Mr. Bartlett also requested that the State have our contractor dump some fill dirt around the concrete foundation of each signal. This information was also passed on to Mr. Young, who advised that he would take care of this situation.

F. B. Crandall
Traffic Engineer

NOTED
G. S. PAXSON

JAH:njs

cc: Forrest Cooper
Tom Edwards
J. D. Walker

RECEIVED
AUG 1 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X
RECEIVED
JUN 2[illegible]
COMMISSIONERS
BEN R. CHANDLER, Chm.
COOS BAY
CHAS. H.
LA
M. K. M
Pom
300(10)
4[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 25, 1957

Northwest Telephone Company
313 Sixth Street
Redmond, Oregon

Re: Northwest Telephone Company
Telephone Line Adjustment
Wallace Bridge-Sheridan Section
Salmon River Highway
Yamhill County

Gentlemen:

Bids on the above titled project were received on January 26, 1956, and it now appears that the telephone line owned by you must be adjusted in order to accommodate the highway construction.

This adjustment involves the moving of one pole located approximately 20 feet westerly from Station "A" 0+75, and the raising of the next two spans south to provide adequate clearance over the highway interchange legs.

It appears that these facilities were constructed on the westerly side of the Sheridan-South county road by verbal permission from Yamhill County, so that it will be your obligation to make the necessary adjustments without reimbursement. It is requested that you proceed with the work as promptly as possible.

Further details may be secured from Mr. Ross Harris, Resident Engineer on the project, whose address is Box 411, McMinnville, Oregon.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:HH
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. J. D. Walker
Mr. Ross Harris

NOTED
FOREST COOPER

RECEIVED
JUN 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 31 1957
FOR FILING
F-2,1 (2)
4862

May 28, 1957

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering state share of flagging costs on the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties, Contract No. 4862, in connection with Federal Aid Project No. F-300(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

EBP:ar

Form PR 2 (Revised 1960)

State Oregon

Project No. F-300(10)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of April, 19 57,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of October, 19 56, a program, which was approved on the 17th day of October, 19 56, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 7th day of January, 19 57, and the sum of three hundred thirty three thousand, and 00/100

dollars ($ 333,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources _____

_____

_____
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 254+00 and 594+00, southeast of Willamina,

_____

_____

_____, length 6.273 miles, in Polk and Yamhill Counties, being Oregon project No. F-300(10), consisting of 6.273 miles of roadway and no bridges, each of more than 20 feet clear span, [illegible] of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of three hundred thirty three thousand, and 00/100 dollars ($ 333,000.00), which does not exceed the authorized Federal pro rata share of five hundred thirty eight thousand, five hundred seventy three and 20/100 dollars ($538,573.20), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas Reynolds
Chairman, State Highway Commission
(Title of officer)

By R P McKay
Member, State Highway Commission
(Title of officer)

By Robert Butler
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By C H Polk
District Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—41879-3 A4.62

April 24, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Wallace Bridge-Sheridan Section, Project No. F-300(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FWC:ia

4645

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Walker Creek - Sheridan Section
Salmon River Highway
Polk and Yamhill Counties

NATURE OF WORK:

Grade and Pave

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

~~4645~~ 4867 Roy L. Houck & Sons 3-9-56

DATE OF COMPLETION: Time Limit was 11-30-56

Not yet completed

REMARKS:

March 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Wallace Bridge-Sheridan Section, Project No. F-300(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid
Project No. F-300(10)

WALLACE BRIDGE-SHERIDAN SECTION OF THE

SALMON RIVER HIGHWAY IN POLK AND YAMHILL COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 15, 1957

Type Code 6201
Roadway (Station 254+00 to Sta. 594+00)(Contract No. 4862)

All Required	Clearing and Grubbing	$	$	1,400.00
100 cu. yds.	Drainage Excavation, Unclassified	3.00		300.00
10,500 cu. yds.	General Excavation, Unclassified	0.80		8,400.00
32,000 yd. sta.	Short Overhaul	0.02		640.00
500 C-y.sta.	Long Overhaul	0.60		300.00
290 lin. ft.	12-inch Concrete Pipe	2.25		652.50
34 lin. ft.	12-inch Corrugated Metal Pipe	3.50		119.00
100 lin. ft.	30-inch Corrugated Metal Pipe	8.50		850.00
160 cu. yds.	Concrete in Islands	40.00		6,400.00
740 lin. ft.	1½-inch Electrical Conduit	1.50		1,110.00
270 only	Metal Sight Posts	2.75		742.50
12,000 lin. ft.	Metal Guard Rail	2.80		33,600.00
101,200 cu. yds.	Coarse Crushed Material in Base	1.75		177,100.00
16,700 cu. yds.	3/4" - 0 Material in Base	2.15		35,905.00
4,500 M-gals.	Sprinkling	1.50		6,750.00
6.25 miles	Preparation of Base	200.00		1,250.00
1,380 cu. yds.	3/4" - 0 Material in Binder Course	3.35		4,623.00
220 tons	RC-3 Asphalt in Binder Course	40.00		8,800.00
28,200 tons	Asphaltic Concrete Mixture	3.90		109,980.00
1,700 tons	85-100 Asphalt in Mixture	31.60		53,720.00
44 tons	RS-1 Asphalt	50.00		2,200.00
30 only	Extra for Asphaltic Concrete Approaches	25.00		750.00
500 lin. ft.	Asphaltic Concrete Traffic Markers	1.00		500.00
4,130 cu. yds.	Furnishing and Placing Aggregates	4.00		16,520.00
320 tons	120-150 Asphalt in Oiling	40.00		12,800.00
100 tons	RS-1 Asphalt in Oiling	42.00		4,200.00
		Subtotal		$489,612.00
		10% Engr. & Cont.		48,961.20
		Total		$538,573.20

Length of Roadway	6.273 Miles
Length of 2 Structures	0.034 Mile
Length of 2 Structures	0.132 Mile (Exceptions)
Total Length	6.439 Miles
Cost of Roadway Per Mile	$85,855.76

Federal Funds	$333,000.00
State Funds	205,573.20
	$538,573.20

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-300(10)

WALLACE BRIDGE-SHERIDAN SECTION OF THE
SALMON RIVER HIGHWAY IN POLK AND YAMHILL COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 4, 1957

Type Code 6201
Roadway (Station 254+00 to Station 594+00)

All Required		Clearing and Grubbing		$ 500.00
100	cu. yds.	Drainage Excavation, Unclassified	$3.00	300.00
10,500	cu. yds.	General Excavation, Unclassified	0.85	8,925.00
32,000	yd. sta.	Short Overhaul	0.02	640.00
500	C-yd. sta.	Long Overhaul	0.50	250.00
290	lin. ft.	12 Inch Concrete Pipe	2.50	725.00
34	lin. ft.	12 Inch Corrugated Metal Pipe	3.50	119.00
100	lin. ft.	30 Inch Corrugated Metal Pipe	8.50	850.00
160	cu. yds.	Concrete in Islands	50.00	8,000.00
740	lin. ft.	1½ Inch Electrical Conduit	1.75	1,295.00
270	only	Metal Sight Posts	3.00	810.00
12,000	lin. ft.	Metal Guard Rail	2.75	33,000.00
101,200	cu. yds.	Coarse Crushed Material in Base	2.25	227,700.00
16,700	cu. yds.	3/4" - 0 Material in Base	2.50	41,750.00
4,500	M-gal.	Sprinkling	3.00	13,500.00
6.25	miles	Preparation of Base	250.00	1,562.50
1,380	cu. yds.	3/4" - 0 Material in Binder Course	3.50	4,830.00
220	tons	RC-3 Asphalt in Binder Course	45.00	9,900.00
28,200	tons	Asphaltic Concrete Mixture	3.75	105,750.00
1,700	tons	85-100 Asphalt in Mixture	34.00	57,800.00
44	tons	RS-1 Asphalt	50.00	2,200.00
30	only	Extra for Asphaltic Concrete Approaches	30.00	900.00
500	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	500.00
4,130	cu. yds.	Furnishing and Placing Aggregates	4.00	16,520.00
320	tons	120-150 Asphalt in Oiling	45.00	14,400.00
100	tons	RS-1 Asphalt in Oiling	50.00	5,000.00
		Subtotal		$557,726.50
		10% Engr. & Cont.		55,772.50
		Total		$613,499.00

Length of Roadway	6.273 Miles
Length of 2 Structures	0.034 Mile
Length of 2 Structures	0.132 Mile (Exceptions)
Total Length	6.439 Miles
Cost of Roadway per Mile	$97,799.96

Federal Funds	$380,000.00
State Funds	233,499.00
	$613,499.00

RECEIVED
APR 9 - 1957
FOR FILING

F 300(10)

4862

April 8, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 1, 1957, on Contract No. 4862, Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section, in Yamhill and Polk Counties, in connection with Federal Aid Project No. F-300(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DHP:bb

RECEIVED
MAR 21 1957
FOR FILING
F-300(10)
4862

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1957

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

The subcontract between the Central Paving Company and Greene and Buick, Inc., covering Items 1 to 8 inclusive, on the Wallace Bridge-Sheridan Contract No. 4862, Oregon F-300 (10), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. O. Polk (2)

RECEIVED
MAR 19 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FOR FILE

RECEIVED
MAR 12 1957
FOR FILING

F 300 (10)

4862

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1957

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
O f f i c e

The subcontract between Central Paving Company and Tuss Brothers, covering loading, hauling and placing only of Items 13 and 14, and all of Item 15, on the Wallace Bridge-Sheridan Contract No. 4862, Oregon F-300 (10) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

NOTED
FORREST COOPER

RECEIVED
MAR 6 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 18 1957
FOR FILING

February 18, 1957

Central Paving Co.
P. O. Box 38
Independence, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts which were awarded to you by the State Highway Commission on January 23, as follows:

Contract No. 4857, for paving on the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County.

Contract No. 4862, for paving on the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JAN 25 1957
FOR FILING

F 20(7)

4862

January 24, 1957

Central Paving Co.
Box 38
Independance, Oregon

Gentlemen:

The State Highway Commission on January 23, 1957, awarded to you State Highway Contract No. 4862, for paving and oiling on Wallace Bridge-Sheridan Section of the Sa mon River Highway in Yamhill County.

This award was based on your bid of $491,399.50, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully youre,

Secretary
OREGON STATE HIGHWAY COMM.

esm

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
JAN 25 1957
FOR FILING
OREGON DISTRICT
F 300(10)
4862

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

January 23, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4862 for Oregon Project F-300(10), Wallace Bridge-Sheridan Unit of the Salmon River Highway (Paving), to Central Paving Company of Independence, Oregon, low bidder in the amount of $491,399.50 at the January 23, 1957 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
JAN 24 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 1957
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

F-300(10)

486L

08-35

January 7, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-300(10), Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
JAN 31 1957
OREGON
STATE HIGHWAY COMMISSION

19-8311 Lakeview Rock Prod. on 3 State Hwys. 1957

#4863

RECEIVED
AUG 11 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) August 7, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4863	3-Final	L. A. Decker	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17941	H-187961	$ 773.64	8/7/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 85 workdays from 3-1-57

Time Extensions: None

Completion Date: July 5, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 12, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 13 1957

Ruth Rawlings

NOTED ON CARD

esw

RECEIVED
AUG 1 1957
FOR FILING

August 1, 1957

CERTIFIED MAIL

Hartford Accident & Indemnity Co.
Pacific Dept., Hartford Bldg.
San Francisco 20, Calif.

Gentlemen:

State Highway Contract No. 4863 for rock production on the Lakeview Section of the Fremont, Klamath Falls-Lakeview and Warner Highways in Lake County was completed by the contractor, L. A. Decker, on July 5, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $778.64 will be released to the contractor after acceptance by the Commission. The total contract amount is $26,754.64, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: The Holte Agency, Inc.
18 North "F" St.
Lakeview, Oregon

NOTED ON CARD

RECEIVED
JUL 25 1957
FOR FILING

1-311
4-62

July 24, 1957

CERTIFIED MAIL

Hartford Accident & Indemnity Co.
Pacific Department
Hartford Bldg.
San Francisco 20, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to L. A. Decker in connection with Contract No. 4863, for rock production on the Lakeview Section of the Fremont, Klamath Falls-Lakeview, and Warner Highways in Lake County. This payment, in the amount of $13,937.38, will be released to the contractor on or after August 3, 1957. The retained percentage is $803.38.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: The Nolte Agency, Inc.
18 North "F" St.
Lakeview, Oregon

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

19-8311

For Week Ending July 6, 1957

Section Lakeview
Highway Fremont, Klamath Falls-Lakeview & Warner County Lake
Contractor L. A. Decker
Date of contract January 23, 1957
Date work started May 6, 1957
Project authorization . . . . . $ 31,556.25
Exclusive of engineering . . . . $ 29,312.25
Engineering authorization . . . . $ 2,244.00
Engineering cost to date $ 1,925.00, 85.8 %

Kind of work Rock Production
Section prefix 19-8311
Contract number 4863
Specified work days 85
Work days used 62
Per cent of time elapsed 72.9 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 29,312.25
Estimated per cent overrun or underrun . . . . . —%
Per cent of contract completed, based on total contract price . . . . . 100 %

Date project was completed July 5, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed crushing and placing material in stockpiles Wednesday and completed finishing stockpiles Friday.

Field party completed remeasure of stockpiles Friday.

CONSTRUCTION DIVISION
RECEIVED
JUL 8 - 1957
NOTED-- CE KOE ACE OOE

Noted
M. N. Juve

Signed W. Reid Monteith

Address P. O. Box 1090 Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			10,000 Cu.Yds.		
Total quantities corrected to date			10,000 Cu.Yds.		
Estimated quantities moved or placed to date			10,000 Cu.Yds.		
Average daily quantities			200 Cu.Yds.		
Average daily quantities necessary to complete project on time			--		
Number shifts per day			1		
Hours per shift			10		
Average force on project for week			11		
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels 1, Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants 1

Compressors ....., Bulldozers 2, Compaction rollers ....., Trucks 6, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear-Warm		
Monday	Clear-Warm		
Tuesday	Clear-Warm		
Wednesday	Clear-Warm		
Thursday	Clear-Warm		
Friday	Clear-Warm		
Saturday			

RECEIVED
FEB 19 1957
FOR FILING

19.211
4.1.3

February 19, 1957

Mr. L. A. Decker
P. O. Box 1271
Lakeview, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4863, which was awarded to you by the State Highway Commission on January 23, 1957, for rock production on the Lakeview Section of four highways in Lake County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 25 1957
FOR FILING
1957
4863

January 24, 1957

Mr. L. A. Decker
720 So. H Street
Lakeview, Oregon

Dear Sir:

The State Highway Commission on January 23, 1957, awarded to you State Highway Contract No. 4863, for Lakeview Rock Production on three State Highways, in the vicinity of Lakeview, in Lake County.

This award was based on your bid of $27,050, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

eam

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

F-191(14) Tillamook-Donaldson Sec. of 1957
the Wilson River Hwy. (paving)

41364

RECEIVED
JUL 2 1958
PORTLAND

W.C. Williams

NOTED
W. C. WILLIAMS

July 24, 1958

FINAL COST ANALYSIS

Contract No. 4864
F 191 (14)

Tillamook-Donaldson Creek
Paving
Calkins Crushing Company, Contractor
Clay Cornett, Resident Engineer

Wilson River Highway
Prefix: 29-1061
Project No. F-191 (14)

Item 4864

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
* Drainage Excavation	284.65	cu.yd.	$ 3.00	$ 3.00	$ 853.95	$ 853.95
* General Excavation	19,899.6	cu.yd.	.60	.60	11,939.76	11,939.76
* Short Overhaul	20,405	yd.sta.	.02	.02	408.10	408.10
* Long Overhaul	1,600.2	C-yd.Sta.	.50	.50	800.10	800.10
* 18" Concrete Culvert Pipe	136	lin.ft.	3.50	3.50	476.00	476.00
* 36" Concrete Culvert Pipe	8	lin.ft.	10.00	10.00	80.00	80.00
* Salvage Culvert Pipe	213	lin.ft.	5.00	5.00	1,065.00	1,065.00
* Class "A" Concrete	17.55	cu.yd.	56.00	56.00	982.80	982.80
* Metal Reinforcements	2,223	lbs.	.14	.14	311.22	311.22
* 1¼" Electrical Conduit	849	lin.ft.	1.20	1.20	1,018.80	1,018.80
* Metal Guard Rail	1,209	lin.ft.	2.75	2.75	3,324.75	3,324.75
* Metal Sight Posts	120	each	2.48	2.48	297.60	297.60
* Coarse Crushed Material	55,363	cu.yd.	2.20	1.83	101,434.30	121,798.60
* 3/4"-0 Crushed Material	8,249	cu.yd.	2.50	2.02	16,677.20	20,622.50
*&** Sprinkling	1,348.15	M/gal.	2.25	2.00	2,707.00	3,033.34
**Preparation of Base	3.91	mile	100.00	88.36	345.49	391.00
*&**3/4"-0 Mat'l in Binder	555	cu.yd.	3.50	3.23	1,793.22	1,942.50
**RC-3 Asphalt	102.49	ton	45.00	40.76	4,177.71	4,612.05
*&**Class "B" Asphalt Conc.	15,700.03	ton	5.45	4.86	76,320.93	85,565.16
**RS-1 Asphalt	1.6	ton	50.00	48.16	77.07	80.00
**Extra for Asph.Conc.Approach	35	each	30.00	23.73	830.52	1,050.00
** Asph.Conc.Traffic Markers	1,368	lin.ft.	1.00	.57	775.04	1,368.00
*&**Furnish & Place Aggr.	1,446	cu.yd.	4.00	3.31	4,783.17	5,784.00
**120-150 Asphalt	117.09	ton	43.00	37.52	4,393.29	5,034.87

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**RS-1 Asph.in Shldr.Oiling	37.27	ton	$ 50.00	$ 39.80	$ 1,483.46	$ 1,863.50
* Pavement Seal aggr.in S.P.	335.3	cu.yd.	5.00	3.90	1,306.29	1,676.50
* PA#1 Selected Subgrade Mat.	9,480.1	cu.yd.	.95	.78	7,416.67	9,006.10
* PA#2 Constr.Area Standard Fence	94	rod	5.50	4.89	459.40	517.00
**PA#3 Asphalt Concrete Traffic Markers	837.6	Lin.Ft.	1.00	.57	477.92	837.60
*&** Force Account					973.15	1,035.68
					$247,989.91	$287,776.48

	Gross Rev.	Total Cost	Profit	% Profit
* Calkins Crushing Co.	$ 191,352.52	$ 156,932.70	$ 34,419.82	18%
**J.C. Compton Co.	96,423.96	91,057.21	5,366.75	5.6%
	$ 287,776.48	$ 247,989.91	$ 39,786.57	13.8%

Net Profit Equals 13.8% of Gross Revenue

DETAIL OF COSTS

Tillamook-Donaldson Creek
Contract No. 4864

Calkins Crushing Company

LABOR:

Labor	$41,181.02	
Labor Insurance	3,294.48	
Health and Welfare	1,364.50	$ 45,840.00

EQUIPMENT RENTAL & MISC. SUPPLIES:

Equipment Rental	$62,276.00	
Gas, Oil and Grease	5,885.97	
Electric Power	1,023.22	
Bond	1,168.71	
P.U.C.	1,003.41	
P.L. and P.D. Insurance	514.76	
Royalties on Gravel	9,613.79	
Amount paid Greene & Buick for Exc. and pipe work	15,622.91	
Small Tools and Misc. supplies	579.43	
Move In, Freight and Cartage	2,375.50	
Home Office and General Overhead	5,093.83	
Amount paid Clarambeau for Guard Rail Work	3,622.35	
Amount Paid Clarambeau for Concret Work	2,312.82	$111,092.70

$156,932.70

DETAIL OF COSTS

Tillamook-Donaldson Creek
Contract No. 4864

J. C. Compton Company

LABOR:						
Labor					$21,436.95	
Labor Insurance					1,680.66	
Health and Welfare					729.80	
						$ 23,847.41
MATERIALS:						
85-100 Asphalt	991.02	ton	At	$ 27.00	$26,757.53	
RC-3 Asphalt	102.49	ton	At	29.75	3,049.08	
RS-1 Asphalt	38.87	ton	At	28.80	1,119.46	
120-150 Asphalt	117.09	ton	At	27.00	3,161.43	
Freight on Asphalt					4,618.02	
						$ 38,705.52
EQUIPMENT RENTALS & MISC. SUPPLIES:						
Equipment Rental, Owned					$15,694.10	
Equipment Rental, Hired					1,022.13	
Gas, Oil, and Grease					3,611.04	
Heating Oil					3,237.47	
Electric Power					621.82	
Bond					557.95	
P.U.C.					296.52	
P.L. and P.D. Insurance					267.96	
Small Tools & Misc. Supplies					277.90	
Home Office and General Overhead					2,917.39	
						$ 28,504.28
						$ 91,057.21

TILLAMOOK-DONALDSON CREEK
CONTRACT NO. 4864

REMARKS:

This was a Federal Aid Primary Project calling for the paving of 3.91 miles of highway roadbed on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County.

The contract was bid January 22, 1957, awarded February 7, 1957. Work started May 1, 1957 and the project was completed October 29, 1957.

The Clarambeau Brothers did the concrete work. Also installed the guard rail and sight posts at bid prices. A crew of three men performed the work.

Greene & Buick, grading contractors, did the excavation and the installation of the culvert pipe at bid prices. Good progress was made on these items.

The Contractor moved in and set up his portable rock crushing plant at the Donaldson bar on the Wilson River 0.5 mile north from station 174 on the new Wilson River Highway on May 13, 1957 and started crushing May 24th. Very good progress was made on the crushing. A total of 78,508 cubic yards of gravel was crushed in 475 hours for an average of 165 cubic yards per hour. The rock was hauled to the roadbed with three 10 cubic yard trucks with a 10 cubic yard train attached and one 8 cubic yard truck, and handled on the road with two blades and two rollers.

The J. C. Compton Company subcontracted the oiling and the Class "B" Asphaltic concrete. The paving plant was moved in and set up at the site where the crushing contractor stockpiled the paving aggregate. The paving was started August 26th. A total of 15,700 tons of asphaltic concrete was mixed and placed in 139 hours for an average of 113 tons per hour. Equipment used at the paving plant was one D-8 cat and dozer to feed plant, seven to eight 8 cubic yard trucks hauling, one Barber Greene paver to lay, and two rollers to compact the material.

The contractors had good bid prices, good equipment, and good supervision, realizing a good profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
FEB 6 - 1958
FOR FILING

4164

343

Salem, Oregon
February 5, 1958

MISC. CONTRACTS and AGREEMENTS No. 717

Mr. C. G. Swenson
County & City Relations Dept. Engr.
O f f i c e

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of a supplemental throughway agreement with Tillamook County covering the Tillamook-Donaldson Creek Section of the Wilson River Highway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Tillamook County Court.

Secretary

rm
Attach: 1

FORM E20—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 30, 1958

SUBJECT: Assignment No. 343

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of a supplemental throughway agreement covering the Tillamook-Donaldson Creek Section of the Wilson River Highway No. 37 in Tillamook County. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

This completes Assignment No. 343.

John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Jan. 30 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-31-57 Minute Page 7
Secretary

RECEIVED
JAN 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—30M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem
November 15, 1957

SUBJECT: Supplemental Throughway Agreement
Tillamook-Donaldson Creek Section
Wilson River Highway No. 37
Tillamook County

To: Mr. G. S. Paxson
Asst. State Highway Engineer

O f f i c e

As per your request of November 6, there is attached hereto form of agreement relative the above captioned matter.

It is our understanding that City-County Relations will furnish the necessary Exhibits.

G. E. ROHDE
Assistant Counsel

ma
enc
cc Leonard I. Lindas

RECEIVED
NOV 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 17 1957
FOR FILING

4864

Dec. 16, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4864 for paving on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County was completed by the contractor, Calkins Crushing Co., on Oct. 29, 1957, and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of $2,734.29 will be released to the contractor on or after Dec. 26, 1957. The total contract amount is $287,776.48, of which amount $1,035.68 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 18 1957
FOR FILING

Nov. 15, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Calkins Crushing Company in connection with Contract No. 4864, for paving on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County. This payment, in the amount of $13,935.82, will be released to the contractor on or after Nov. 25, 1957. The retained percentage is $8,623.48.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—1064—7-57

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

F 101 (14)
48.4

For Week Ending Nov. 1, 1957

Section Tillamook-Donaldson Creek

Highway Wilson River County Tillamook

Contractor Calkins Crushing Co.

Date of contract Feb. 3, 1957

Date work started May 1, 1957

Project authorization $341,748.28
Exclusive of engineering $317,446.13

Kind of work Paving

Section prefix 29--1061

Contract number 4864

Specified work days 130

Work days used 101

Per cent of time elapsed 78 %

Estimated cost of completed project, exclusive of engineering $294,496.01

Estimated per cent overrun or underrun . . . . . 7 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization $24,302.10

Engineering cost to date $17,412.81, 72 %

Date project was completed October 29, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work on project was completed on tuesday.
Semifinal Estimate was submitted on Oct. 29 by express.
Mr. Walker & Mr. Wimer were here on tuesday.

CONSTRUCTION DIVISION
RECEIVED
NOV 1 1957
NOTED-- CE ACE ACE COE

NOTED
FORWARD

NOTED
C.E. PAULSEN

Noted
M. N. Juve

Signed Clay M. Calkins

Address Tillamook

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.71	3.75			3.91
Miles partially completed					
Miles completed	0.71	3.75			3.91
Total estimated quantities (contract)	20,100	62,600			16,000
Total quantities corrected to date	19,900	63,612			15,646
Estimated quantities moved or placed to date	19,900	63,612			15,646
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Showers		
Thursday	Fair		
Friday	"		
Saturday			

RECEIVED
NOV - 4 1957
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

EIVED
6 1957
FILING

November 1, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 29, 1957 on Contract No. 4864, Tillamook-Donaldson Creek Section, in Tillamook County, in connection with Federal Aid Project No. F-191(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WBP:dFlorence O. Swanson

RECEIVED
OCT 1 1957
FOR FILING

FORM 830—50M—2-57—1476

4264

AGENDA
OCT 1 1957
VB-9

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 24, 1957

SUBJECT: File No. 22918 - Naegeli & Zweifel
Tillamook-Donaldson Creek Section
Wilson River Highway
Tillamook County

To: Mr. H. B. Glaisyer
Secretary
O F F I C E

Please place on the next Agenda (October 1) the matter of securing Highway Commission approval to compensate the above property owner the sum of $2,000.00 for a complete release for a claim for damages due to drainage.

R. L. Porter

R. L. PORTER
Right of Way Engineer

PLP:III

NOTED
H. B. GLAISYER

R.E.

RECEIVED
AUG 29 1957
FOR FILING

F 11 (14)
4864

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1957

SUBJECT:

To:
Mr. J. D. Walker
Division Engineer
Office

L

The subcontract between Calkins Crushing Company and J. C. Compton Company covering all of Items 18, 20, 22, 23, 24, 26 and 27; and the placing only of Items 19, 21 and 25 on the Tillamook-Donaldson Creek Contract No. 4864, Oregon F-191 (14) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

RECEIVED
AUG 30 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

FORM E-30X—25M—6-52—65209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1957

SUBJECT: Assignment of Lease
Tillamook-Donaldson Creek Section
Wilson River Highway
Contract No. 4864

To:
Mr. Tom Edwards
Construction Engineer
Office

Attention Mr. Owen Pease

Returned to you herewith are two copies of assignment of lease from the Calkins Crushing Company to the State Highway Department in connection with contract number 4864. There are also attached two copies of the lease between the Calkins Crushing Company and Lester Donaldson and title report from the Tillamook County Branch of the Title and Trust Company. The assignment of lease has been approved by the State Highway Engineer and the Chief Counsel. These documents are legally sufficient so that partial payments may be made to the contractor. Photo copies of these documents have been sent to Mr. Robert W. Blaisyer for their records.

Secretary to Leonard I. Lindas

encl

cc S. H. Robert w/encl
cc W. B. Blaisyer w/encl

REFERRED TO
BY SECRETARY

State Highway Engineer

T. B. Elkins

ASSIGNMENT OF LEASE

For value received Calkins Crushing Company,
Name
contractor on highway (bridge) construction contract No. 4864, does hereby sell, transfer, assign, and set over to the Oregon State Highway Commission, for the duration of said contract, all its right, title, and interest in and to the lease affixed hereto, reserving the right to go upon and use the leased premises for the purposes of said contract, and, further, does agree to indemnify and hold harmless the said Highway Commission, its members, officers, employees, and agents against any and all claims or damages which may result from the use of the property covered by said lease during the term of this assignment.

Attachments:

1. Copy of lease from Lester Donaldson (lessor) to Calkins Crushing Co. (contractor-lessee) dated June 1957, covering a parcel of land in Section 22, Township 1S, Range 9W, W.M., Tillamook County, Oregon.
2. Title report of lessor.

July 3 - 1957
Date

Tillamook
Place

Calkins Crushing Co
Contractor

By Loyd Calkins

STATE OF OREGON
County of Tillamook } ss.

On this 3rd day of July, 1957, personally came before me, a Notary Public in and for said county and state, the within named Loyd Calkins, D Calkins Crushing Co to me personally known to be the identical person__ described in, and who executed, the within instrument, and who each personally acknowledged to me that _he_ executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

Richard J Akins
Notary Public for Oregon

My commission expires Nov 28 1960

ACCEPTANCE RECOMMENDED:

State Highway Engineer

ACCEPTED, on behalf of the State Highway Commission

Chief Counsel

T. B. Elmore

ASSIGNMENT OF LEASE

For value received Calkins Crushing Company (Name), contractor on highway (bridge) construction contract No. 4864, does hereby sell, transfer, assign, and set over to the Oregon State Highway Commission, for the duration of said contract, all its right, title, and interest in and to the lease affixed hereto, reserving the right to go upon and use the leased premises for the purposes of said contract, and, further, does agree to indemnify and hold harmless the said Highway Commission, its members, officers, employees, and agents against any and all claims or damages which may result from the use of the property covered by said lease during the term of this assignment.

Attachments:

1. Copy of lease from Lester Donaldson (lessor) to Calkins Crushing Co. (contractor-lessee) dated June 1957, covering a parcel of land in Section 22, Township 1S, Range 9W, W.M., Tillamook County, Oregon.
2. Title report of lessor.

July 3 - 1957
Date

Tillamook
Place

Calkins Crushing Co
Contractor

By Loyd Calkins

STATE OF OREGON
County of Tillamook } ss.

On this 3rd day of July, 1957, personally came before me, a Notary Public in and for said county and state, the within named Loyd Calkins & Calkins Crushing Co to me personally known to be the identical person described in, and who executed, the within instrument, and who each personally acknowledged to me that he executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

Richard J Akers
Notary Public for Oregon

My commission expires Nov 28 1960

ACCEPTANCE RECOMMENDED:

State Highway Engineer

ACCEPTED, on behalf of the State Highway Commission

Chief Counsel

HOME OFFICE
TITLE AND TRUST BUILDING
PORTLAND, OREGON

Title and Trust
COMPANY

TILLAMOOK COUNTY BRANCH
404 PACIFIC AVENUE
TILLAMOOK, OREGON

TK 20-823
July 3, 1957

Calkins Crushing Company
Oceanlake,
Oregon

Gentlemen:

At your request we have searched our Tract Indexes of Tillamook County records as to the following described property:

A five acre tract of land in the South half of the Northwest quarter of Section 22, Township 1 South, Range 9 West of the Willamette Meridian, said five acre tract lying immediately South of the Wilson River and immediately West of the County Road.

and as of July 2, 1957 at 8:00 A.M., we find:

The last deed of record runs to LESTER DONALDSON, fee simple estate.

We have also searched our General Index for judgments and tax liens against said Lester Donaldson, and as of the above date we find:

1. Personal property taxes assessed vs. Lester Donaldson were made a lien by entry June 13, 1957 in Book 1, Page 4[illegible], Docket of State and County Liens, Tax $306.37, interest $21.48.

We furthur find unpaid taxes and city liens as follows:

1. 1955-56 Taxes, $174.99 delinquent. (Assessed with other property.)

2. 1956-57 Taxes, $202.62 unpaid. (Assessed with other property.)

As of this date we also find the following:

1. Rights of the public in and to that portion of said premises lying in streets, roads and highways.

2. Mortgage, including the terms and provisions thereof executed by Lester Donaldson, a single man and Luta Altman, formerly Luta Donaldson and George P. Altman, wife and husband, to The Federal Land Bank of Spokane, a corporation, under the Federal Farm Loan Act as amended, dated October 11, 1951, recorded October 18, 1951 in Book 53, page 357, Mortgage Records, given to secure the payment of a note for $21,200.00 with interest thereon. (Covers other property also.)

No examination has been made of the title to the premises described herein and this is not a title report, and we therefore assume no liability in connection with this search and will not be respons ble for errors or omissions therein.

Yours very truly,

TILLAMOOK COUNTY BRANCH
TITLE AND TRUST COMPANY

Richard J. Akers

Richard J. Akers
Branch Manager

RJA:ag

LEASE

THIS LEASE, made this 25th day of June, 1957, by and between LESTER DONALDSON, as the Lessor, and Loyd Calkins, Louise Calkins and John Calkins, co-partners, DBA CALKINS CRUSHING COMPANY, hereinafter known and referred to as the Lessees:

WITNESSETH

That the Lessor for and in consideration of the sum of One and no/100 ($1.00) Dollars, and other valuable considerations in hand paid and receipt of which is hereby acknowledged, does hereby let, lease and demise unto the Lessees and its assigns that certain tract of land described as follows:

> A tract of land located approximately one-half mile north of Station 174 + 00 on the Wilson River Highway in Tillamook County, State of Oregon. A tract of land on lesser's property not exceeding five acres lying immediately south of the Wilson River and immediately west of County road, said tract being now used by the lessee for stock pile purposes.

TO HAVE AND TO HOLD the above described premises with their appurtenances unto the Lessee for the period commencing on the date of the signing hereof, and extending for the duration of the Oregon State Highway Project known as the Tillamook County, Wilson River Highway, Tillamook-Donaldson Creek Section, the contract for which is held by the Lessee as contract No. 4864 with the Oregon State Highway Commission.

The Lessee hereby agrees at the expiration of the term of this lease to quit and deliver up the above described premises to the Lessor, or those having estate therein, peaceably, quietly, and in as good order and condition as the same now are or may be put in by the Lesser or those having their estate in the said premises, reasonable use thereof excepted, and likewise considering purposes for which the said premises are leased.

The Lessee further covenants with the Lessor not to use the land for any purpose other than a stockpile site and for the removal of material now or later to be located on said site.

The Lessor covenants and agrees that this lease may be assigned or sub-let to the Oregon State Highway Commission without prior notice to said Lessor for the duration of said Contract No. 4864.

IN WITNESS WHEREOF, we have hereunto set our hands and seals the day and year first above written.

LESTER DONALDSON

Lester J. Donaldson

Lessor

WITNESSES:

Cecelia G. Buckler

LOYD CALKINS, LOUISE CALKINS & JOHN CALKINS, co-partners, DBA CALKINS CRUSHING COMPANY

Loyd Calkins

Lessee, co-partner

Louise Calkins

Lessee, co-partner

John Calkins

Lessee, copartner

STATE OF OREGON)
County of Clackamas) ss

On this 25 day of June, 1957, before me, a Notary Public in and for said County and State, personnally appeared the within named LESTER DONALDSON, to me known personally to be the identical person described in and who executed the within instrument, and who acknowledged to me that he executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

Bud Crosby

Notary Public for Oregon

My commission expires Nov 6 1959

STATE OF OREGON)
) ss
County of Deschutes)

On this 29th day of June, 1957, before me, a Notary Public in and for said County and State, personally appeared the within named Loyd Calkins, Louise Calkins and John Calkins, co-partners, doing business as CALKINS CRUSHING COMPANY, to me personally known to be the identical persons described in and who executed the within instrument, and who acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

Cecelia G Dinsdale
Notary Public for Oregon

My Commission expires My Commission Expires Dec. 16, 1958

RECEIVED
JUL 18 1957
FOR FILING

July 16, 1957

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the state share of flagging costs on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County, Contract No. 4864, in connection with Federal Aid Project No. F-191(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
JUL 12 1957
FOR FILING
F-191(14)
4F04

July 12, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering lowering of the 48-inch concrete pipe under Schild Road on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County, Contract No. 4864, in connection with Federal Aid Project No. F-191(14).

The 48-inch pipe across Schild Road was installed in July, 1956, as low as natural drainage would permit. Later the outlet ditch, through fields, was lowered by the property owner, now allowing the pipe to be lowered 18-inches. This will permit much better highway drainage as the present gradient of the road-side ditch is only 0.1%.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

Enclosures

SHP:lmr

RECEIVED
JUN 18 1957
FOR FILING

June 17, 1957

377

Mr. John Schirming
4904 Third Street
Tillamook, Oregon

Dear Mr. Schirming:

Reference is made to your letter of May 27 in which you set forth a complaint regarding the elevation of a culvert installed on the Tillamook-Donaldson Creek Section of the Wilson River Highway at Station 107. I have had this matter looked into quite thoroughly, and we have found as follows:

This culvert is installed in the channel of an old slough and is at a lower elevation than your drainage ditch lying southerly of the installation. This old slough area is quite flat and, of course, drains quite slowly. The culvert was installed at an elevation to which it had an outlet without deepening the channel lying off of state highway property.

We have taken elevations in this area and have determined that the culvert does not act as a dam nor should it impound any water behind it. The culvert is, as a matter of fact, installed approximately six inches below the original natural ground prior to construction. It will, therefore, drain everything that was drained prior to construction and do a slightly better job of it.

In view of the above facts, I cannot determine that we have any responsibility in this matter and therefore feel that no further action on our part is indicated.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. J. D. Walker

LHY:jc hi

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1957

SUBJECT: Assignment 30Y
Tillamook-Donaldson Creek Section
Wilson River Highway
Contract No. 4864

To: Mr. Tom Edwards
Construction Engineer
O f f i c e

Attention: Mr. L. H. Young

On June 5 in the company of Clay Cornett, I contacted Mr. John Schimming regarding his complaint of drainage on the subject-named project. Mr. Schimming stated that the culvert was installed under the roadway at an elevation that held the water to an elevation of 2 feet deep and that if it was not corrected he would turn the matter over to a lawyer to see if he could not get some action on this.

A visual inspection was made at the site at that time. It was very apparent to the eye that the culvert would not back the water up on Mr. Schimming's property to that depth so data was obtained by instruments supporting this fact, showing that the inlet to the culvert is not above the elevation of the drainage ditch passing over the right of way line from the Schimming property.

This area is in an old slough which has very slow drainage. The culvert was installed as low as possible and still maintain getaway for the water without deepening the existing drainage facilities downstream. As the flow line of the culvert is such that it does not form a dam in the drainage, I can not see that we have any further responsibility in this matter and recommend that Mr. Schimming be advised accordingly.

Attached is Sheet No. 7 of the Federal Aid Sheets showing the location of this drainage structure and the surrounding slough area. Also attached is a sketch map showing the elevations of the flow line of the pipe and of the drainage ditch above and below the pipe in question. It might be noted that the ditch from the drainage ditch on the Schimming property to the inlet of the culvert was constructed on this contract job to a depth of approximately 6 inches below the natural ground or the bottom of the swamp.

CONSTRUCTION DIVISION
RECEIVED
JUN 10 1957

NOTED-- ☐ CE ☐ ASE ☐ ACE ☐ COE

J. D. Walker
Division Engineer

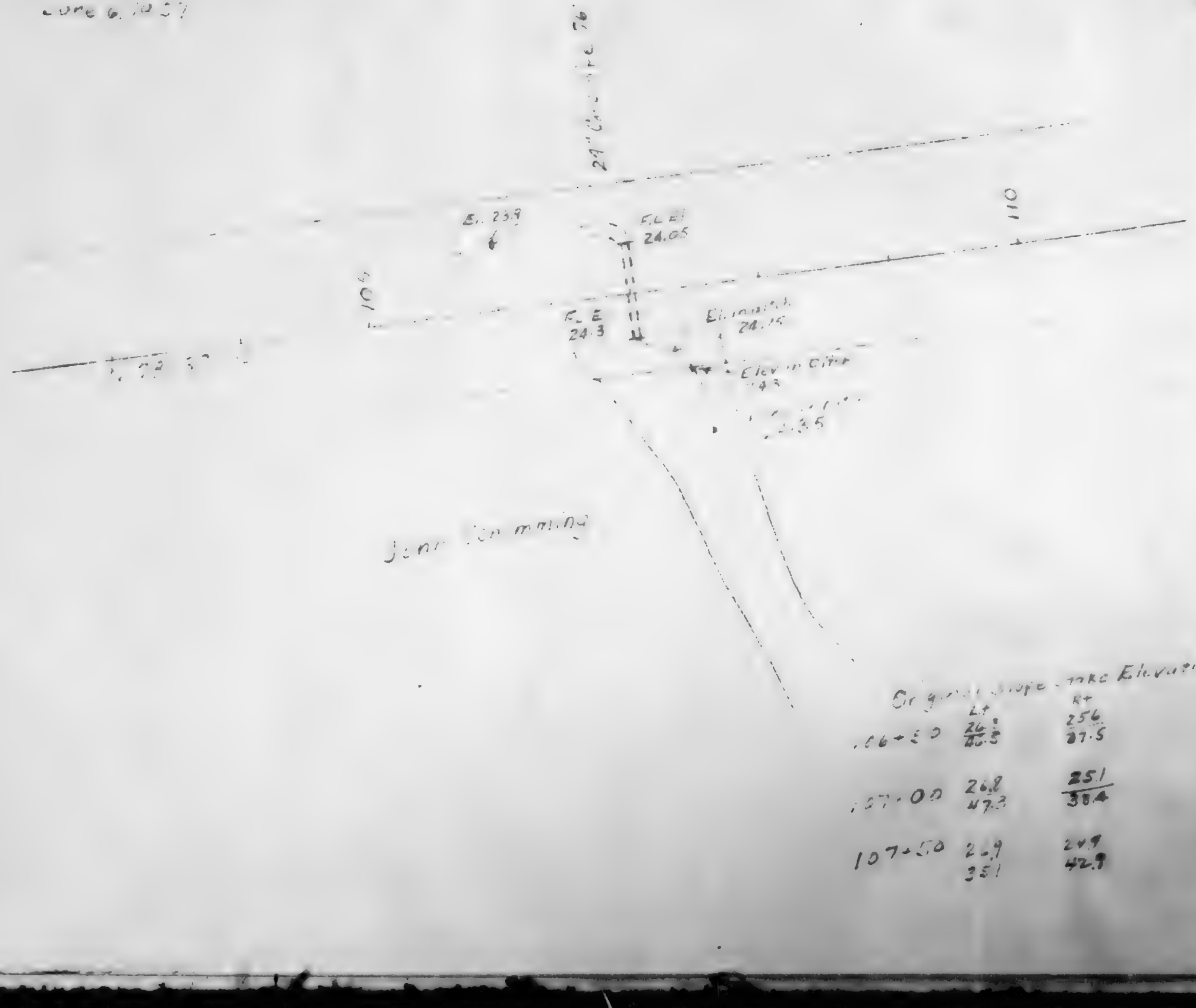
By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM

Tillamook - Donaldson Creek

Pacific Coast Highway

June 6, 1957



Original Slope - new Elevations		
	Lt	Rt
106+50	26.5 40.5	25.4 37.5
107+00	26.8 41.3	25.1 38.4
107+50	26.9 35.1	24.9 42.9

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MAY 7 - 1957
FOR FILING

F 121 C4

H864

(4904 3rd St.
Tillamook)

Filbro 23502

Tillamook Ore,
May 27 1957

PLEASE RETURN TO
FORREST COOPER

Dear Sir—

Concerning the drainage of the John Schimming property on the Tillamook-Donaldson creek section of the new state highway east of Tillamook. The culvert on the east end of our property is too high, it just doesn't drain away only when the water is at flood stage.

We have already talked to the resident engineer some time ago and have no results.

The state highway was

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MAY 7 - 1957
FOR FILING

F 191 (14)

4864

supposed to provide the right drainage. We expect you to look into this situation immediately.

Respectfully
John Schimming

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MAY 9 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 7 - 1957
FOR FILING

F 191 (14)

4864

May 3, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 1, 1957, on Contract No. 4864, Tillamook-Donaldson Creek Section, in Tillamook County, in connection with Federal Aid Project No. F-191(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEP:ia

Form PR 2 (Revised 1950)

State Oregon

Project No. F-191(14)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of April, 19 57,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of October, 19 56, a program, which was approved on the 17th day of October, 19 56, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 7th day of January, 19 57, and the sum of one hundred ninety six thousand and 00/100

dollars ($ 196,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources _____

_____

_____

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 19+50 and 231+50, Tillamook east, _____, length 3.915 miles, in Tillamook County, being Oregon project No. F-191(14), consisting of 3.915 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~ of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred ninety six thousand and 00/100 dollars ($196,000.00), which does not exceed the authorized Federal pro rata share of three hundred sixteen thousand, three hundred thirty three and 82/100 dollars ($316,333.82), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title of officer)

By W R McLay
Member, State Highway Commission
(Title of officer)

By Gilbert Bjornstad
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

RECOMMENDED FOR APPROVAL:
A Nill
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By C H Holk
District ~~Division~~ Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11570-6 Ad.62

April 24, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Tillamook-Donaldson Creek Section, Project No. F-191(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MCtla

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Tillamook - Location Spot Section
Wilson River Hwy.
Tillamook County

NATURE OF WORK:

Grade and Pave

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

~~4657~~
4864 Fred H. Slate & E.C. Hall 4-17-56

DATE OF COMPLETION:

Aug. 15, 1957

REMARKS:

March 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Tillamook-Donaldson Creek Section, Project No. F-191(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]

Oregon State Highway Department

Federal Aid
Project No. F-191(14)

TILLAMOOK-DONALDSON CREEK SECTION OF THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 5, 1957

Type Code 6201
4 Lane Roadway (Sta. 19+50 to Sta. 27+80)
(Sta. 33+00 to Sta. 40+00)(Contract No. 4864)

70 cu. yds.	Concrete in Islands	$40.00	$ 2,800.00
120 lin. ft.	1½ Inch Electrical Conduit	1.20	144.00
30 lin. ft.	Metal Guard Rail	2.75	82.50
4,500 cu. yds.	Coarse Crushed Material in Base	2.20	9,900.00
800 cu. yds.	3/4" - 0 Material in Base	2.50	2,000.00
150 M-gal.	Sprinkling	2.25	337.50
0.29 miles	Preparation of Base	100.00	29.00
150 cu. yds.	3/4" - 0 Material in Binder Course	3.50	525.00
20 tons	MC-3 Asphalt	45.00	900.00
3,200 tons	Class "B" Asphaltic Concrete	5.45	17,440.00
5 tons	MS-1 Asphalt	50.00	250.00
4 only	Extra for Asphaltic Concrete Approaches	30.00	120.00
	Furnishing and Placing Aggregates	4.00	400.00
100 cu. yds.	120-150 Asphalt	43.00	430.00
10 tons	MS-1 Asphalt in Shoulder Oiling	50.00	100.00
2 tons			
			$35,458.00
	Subtotal		3,545.80
	10% Engr. & Cont.		
	Total		$39,003.80

Length of Roadway 0.290 Mile
Cost of Roadway per Mile $134,495.86

Type Code 6201
4 Lane Roadway (Sta. 40+00 to Sta. 231+50)(Contract No. 4864)

240 cu. yd.	Drainage Excavation, Unclassified	$3.00	$ 720.00
20,100 cu. yd.	General Excavation, Unclassified	0.60	12,060.00
40,300 yd. sta.	Short Overhaul	0.02	1,206.00
5,100 C-yd.sta.	Long Overhaul	0.50	2,550.00
120 lin. ft.	18 Inch Concrete Pipe	3.50	420.00
18 lin. ft.	24 Inch Concrete Pipe	4.50	81.00
12 lin. ft.	36 Inch Concrete Pipe	10.00	120.00
290 lin. ft.	Salvaging Culvert Pipe	5.00	1,450.00
22 cu. yds.	Class "A" Concrete	56.00	1,232.00
2,600 lbs.	Metal Reinforcement	0.14	364.00
480 lin. ft.	1½ Inch Electrical Conduit	1.20	576.00
1,170 lin. ft.	Metal Guard Rail	2.75	3,217.50
140 only	Metal Sight Posts	2.48	347.20
49,500 cu. yd.	Coarse Crushed Material in Base	2.20	108,900.00

7,800 cu. yd.	3/4" - 0 Material in Base	$2.50	$19,500.00
2,150 M-gal.	Sprinkling	2.25	4,837.50
3.62 miles	Preparation of Base	100.00	362.00
530 cu. yds.	3/4" - 0 Material in Binder Course	3.50	1,855.00
90 tons	MC-3 Asphalt in Binder Course	45.00	4,050.00
12,800 tons	Class "B" Asphaltic Concrete	5.45	69,760.00
23 tons	RS-1 Asphalt	50.00	1,150.00
30 only	Extra for Asphaltic Concrete Approaches	30.00	900.00
2,600 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	2,600.00
1,700 cu. yds.	Furnishing and Placing Aggregate	4.00	6,800.00
120 tons	120-150 Asphalt	43.00	5,160.00
38 tons	RS-1 Asphalt in Shoulder Oiling	50.00	1,900.00
	Subtotal		$252,118.20
	10% Engr. & Cont.		25,211.82
	Total		$277,330.02

Length of Roadway 3.625 Miles
Cost of Roadway per Mile $76,504.83

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
4 Lane Roadway	$ 39,003.80	$ 24,167.00	$ 14,836.80
2 Lane Roadway	277,330.02	171,833.02	105,497.02
	$316,333.82	$196,000.00	$120,333.82

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-191(14)

TILLAMOOK-DONALDSON CREEK SECTION OF THE WILSON RIVER HIGHWAY

IN TILLAMOOK COUNTY

(Estimate to accompany plans and specification. Not as a basis for Project agreement.)

Salem, Oregon Jan. 4, 1957

Type Code 6201
4-Lane Roadway (Sta. 19+50 to Sta. 27+80)(Sta. 33+00 to Sta. 40+00)

~~60 Cu. Yds.~~	Concrete Curbs	$ 50.00	$ 3,000.00
70. ~~170~~ Cu. yds.	Concrete in Islands	47.50	8,075.00
~~40~~ lin.ft.	3/4 inch Electrical Conduit	1.00	40.00
120 lin.ft.	1½ inch Electrical Conduit	1.50	180.00
30 lin.ft.	Metal Guard Rail	3.00	90.00
4500 → 8,500 cu. yds.	Coarse Crushed Material in Base	2.75	23,375.00
800 → 1,300 cu. yds.	3/4"-0 Material in Base	3.00	3,900.00
150 → 350 M-gals	Sprinkling	3.00	1,050.00
0.29 Miles	Preparation of Base	250.00	72.50
150 cu. yds.	3/4"-0 Material in Binder Course	4.00	600.00
20 tons	RC-3 Asphalt	47.50	950.00
3,200 tons	Class "B" Asphaltic Concrete	7.50	24,000.00
5 tons	RS-1 Asphalt	50.00	250.00
4 cu.y	Extra for Asphaltic Concrete Approaches	30.00	120.00
100 cu. yds.	Furnishing and Placing Aggregates	4.50	450.00
10 tons	120-150 Asphalt	50.00	500.00
2 tons	RS-1 Asphalt in Shoulder Oiling	55.00	110.00
	Subtotal		$ 66,762.50
	10% Engr. & Cont.		6,676.25
	Total		$ 73,438.75

Length of Roadway—0.290 Mile
Cost of Roadway Per Mile-$253,237.06

Type Code 6201
2-Lane Roadway (Sta. 40+00 to Sta. 231+50)

240 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	$ 720.00
20,100 cu. yds.	General Excavation, Unclassified	0.60	12,060.00
60,300 yd. sta.	Short Overhaul	0.02	1,206.00
5,100 C-yd.st.	Long Overhaul	0.50	2,550.00
120 lin.ft.	18-inch Concrete Pipe	4.00	480.00
18 lin.ft.	24-inch Concrete Pipe	5.50	99.00
12 lin.ft.	36-inch Concrete Pipe	9.00	108.00
290 lin.ft.	Salvaging Culvert Pipe	2.50	725.00
22 cu.yds.	Class "A" Concrete	55.00	1,210.00
2,600 lbs.	Metal Reinforcement	0.15	390.00
480 lin.ft.	1¼-inch Electrical Conduit	1.50	720.00
1,170 lin.ft.	Metal Guard Rail	3.00	3,510.00
140 only	Metal Sight Posts	3.00	420.00
49,500 cu.yds.	Coarse Crushed Material in Base	2.75	136,125.00
7,800 cu.yds.	3/4"-0 Material in Base	3.00	23,400.00
2,150 M-gals	Sprinkling	3.00	6,450.00
3.62 Miles	Preparation of Base	250.00	905.00
530 cu.yds.	3/4"-0 Material in Binder Course	4.00	2,120.00
90 tons	RC-3 Asphalt in Binder Course	47.50	4,275.00
12,800 tons	Class"B" Asphaltic Concrete	7.50	96,000.00
23 tons	RS-1 Asphalt	50.00	1,150.00
30 only	Extra for Asphaltic Concrete Approaches	30.00	900.00
2,600 lin.ft.	Asphaltic Concrete Traffic Markers	1.00	2,600.00
1,700 cu.yds.	Furnishing and Placing Aggregate	4.50	7,650.00
120 tons	120-150 Asphalt	50.00	6,000.00
38 tons	RS-1 Asphalt in Shoulder Oiling	55.00	2,090.00
	Subtotal		$313,863.00
	10% Engr. & Cont.		31,386.30
	Total		$345,249.30

Length of Roadway.....3.625 mile
Cost of Roadway per mile.....$95,241.18

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
4-Lane Roadway	$ 73,438.75	$ 45,429.00	$ 28,009.75
2-Lane Roadway	345,249.30	213,571.00	131,678.30
	$418,688.05	$259,000.00	$159,688.05

Oregon State Highway Department

Federal Aid
Project No. F-191(14)

TILLAMOOK-DONALDSON CREEK SECTION OF THE

WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 17, 1957

Type Code 6201
4 Lane Roadway (Sta. 19+50 to Sta. 27+80)(Sta. 33+00 to Sta. 40+00)

70 cu. yds.	Concrete in Islands	$50.00	$ 3,500.00
120 lin. ft.	1½-inch Electrical Conduit	1.50	180.00
30 lin. ft.	Metal Guard Rail	3.00	90.00
4,500 cu. yds.	Coarse Crushed Material in Base	2.75	12,375.00
800 cu. yds.	3/4" - 0 Material in Base	3.00	2,400.00
150 M-gal.	Sprinkling	3.00	450.00
0.29 miles	Preparation of Base	250.00	72.50
150 cu. yds.	3/4" - 0 Material in Binder Course	4.00	600.00
20 tons	RC-3 Asphalt	47.50	950.00
3,200 tons	Class "B" Asphaltic Concrete	7.50	24,000.00
5 tons	RS-1 Asphalt	50.00	250.00
4 only	Extra for Asphaltic Concrete Approaches	30.00	120.00
100 cu. yds.	Furnishing and Placing Aggregates	4.50	450.00
10 tons	120-150 Asphalt	50.00	500.00
2 tons	RS-1 Asphalt in Shoulder Oiling	55.00	110.00
	Subtotal		$ 46,047.50
	10% Engr. & Cont.		4,604.75
	Total		$ 50,652.25

Length of Roadway 0.290 Mile
Cost of Roadway per Mile $174,662.93

Type Code 6201
2 Lane Roadway (Sta. 40+00 to Sta. 231+50)

240 cu. yds.	Drainage Excavation, Unclassified	$3.00	$ 720.00
20,100 cu. yds.	General Excavation, Unclassified	0.60	12,060.00
60,300 yd. sta.	Short Overhaul	0.02	1,206.00
5,100 C-yd. sta.	Long Overhaul	0.50	2,550.00
120 lin. ft.	18 Inch Concrete Pipe	4.00	480.00
18 lin. ft.	24 Inch Concrete Pipe	5.50	99.00
12 lin. ft.	36 Inch Concrete Pipe	9.00	108.00
290 lin. ft.	Salvaging Culvert Pipe	2.50	725.00
22 cu. yds.	Class "A" Concrete	55.00	1,210.00
2,600 lbs.	Metal Reinforcement	0.15	390.00
480 lin. ft.	1½ Inch Electrical Conduit	1.50	720.00

1,170 lin. ft.	Metal Guard Rail		$3.00	$ 3,510.00
140 only	Metal Sight Posts		3.00	420.00
49,500 cu. yds.	Coarse Crushed Material in Base		2.75	136,125.00
7,800 cu. yds.	3/4" - 0 Material in Base		3.00	23,400.00
2,150 M-gals.	Sprinkling		3.00	6,450.00
3.62 miles	Preparation of Base		250.00	905.00
530 cu. yds.	3/4" - 0 Material in Binder Course		4.00	2,120.00
90 tons	RC-3 Asphalt in Binder Course		47.50	4,275.00
12,800 tons	Class "B" Asphaltic Concrete		7.50	96,000.00
23 tons	RS-1 Asphalt		50.00	1,150.00
30 only	Extra for Asphaltic Concrete Approaches		30.00	900.00
2,600 lin. ft.	Asphaltic Concrete Traffic Markers		1.00	2,600.00
1,700 cu. yds.	Furnishing and Placing Aggregate		4.50	7,650.00
120 tons	120-150 Asphalt		50.00	6,000.00
38 tons	RS-1 Asphalt in Shoulder Oiling		55.00	2,090.00
		Subtotal		$313,863.00
		10% Engr. & Cont.		31,386.30
		Total		$345,249.30

Length of Roadway 3.625 Mile
Cost of Roadway per Mile $95,241.18

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
4 Lane Roadway	$ 50,652.25	$ 31,346.00	$ 19,306.25
2 Lane Roadway	345,249.30	213,654.00	131,595.30
	$395,901.55	$245,000.00	$150,901.55

RECEIVED
MAR 5 1957
FOR FILING

I-191:14)
4867

March 5, 1957

Calkins Crushing Co.
Oceanlake
Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4864, which was awarded to you by the State Highway Commission on February 7, 1957, for paving on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FEB 22 1957
FOR FILING

4864

STATE OF OREGON)
)
) ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission do hereby certify that the attached copy of the resolution of the State Highway Commission adopting a survey of the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County, as the same appears in the minutes of September 23, 1954, entered in Volume XXXIX of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original resolution and that the same is a true and correct copy of said resolution and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Oregon State Highway Commission this 19th day of February, 1957.

Secretary
OREGON STATE HIGHWAY COMMISSION

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County and in connection therewith to prepare a map showing the route and location of said section and to file said reports and records with the Commission for consideration; and,

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority of the members thereof being present and voting affirmatively as follows:

1. That the survey of the Tillamook-Donaldson Creek Section of the Wilson River Highway beginning at Highway Engineer's Station 0+00 at its intersection with the Oregon Coast Highway in the city of Tillamook and extending in an easterly direction to Highway Engineer's Station 232+49.13 at a connection to the existing Wilson River Highway, approximately one-half mile east of Donaldson Creek, together with the map, which for identification purposes bears Map File No. 1R-5-592 and the date of September, 1954, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That heretofore by resolution of this Commission dated November 3, 1948, said section of the Wilson River Highway from the city of Tillamook to a point east of Donaldson Creek has been designated as a throughway within the meaning and purpose of ORS 374.005, commonly known as the "Throughway Law", and for the reasons stated therein, the above-named section of said highway should be and it is hereby directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law except any portion of said section which had more than ten commercial businesses abutting thereon catering to the motoring public in any one mile as of the date said section of highway was designated as a throughway.

5. That this resolution be entered in the minutes and records of the Commission as of the twenty-third day of September, 1954, as Resolution Adopting Survey No. 107.

RECEIVED
FEB 20 1957
FOR FILING

February 7, 1957

Calkins Crushing Company
Box 547
Oceanlake, Oregon

Gentlemen:

The State Highway Commission on January 22, 1957, accepted your proposal for paving on the Tillamook-Donaldson Section of the Wilson River Highway in Tillamook County for the sum of $289,226.20, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions have been fulfilled. This note is to inform you that such conditions have now been satisfied and the the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4864.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: R. G. Savage (SIAC)
Tom Edwards
S. H. Probert

NOTED
J. Mc C.

Pacific Builder and Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

ATTENTION: Dorothy McCormack

RECEIVED
FEB 11 1957
FOR FILING

F-171(4)

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$ S E

WESTERN UNION TELEGRAM

1206 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
			OREGON STATE HWY. COMM.	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
February 7, 1957
4:40 p.m.

Calkins Crushing Company
Box 547
Oceanlake, Oregon

Contract for paving on the Tillamook-Donaldson Section of the Wilson River Highway, Tillamook County, for which you submitted low bid on January 22, 1957, awarded you today. Contract forms follow shortly.

H. B. Blaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

RECEIVED
FEB 11 1957
FOR FILING

F 191(14)
4864

February 7, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for pavement construction on the Tillamook-Donaldson Section of the Wilson River Highway in Tillamook County, Project F-191(14), to the Calkins Crushing Co. of Oceanlake, Oregon, on the basis of the bid of $289,226.20 submitted on January 22, 1957.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WCF:ia

RECEIVED
FEB 13 1957
FOR FILING
OREGON DISTRICT

F-171 (14)

4164

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

February 7, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-191 (14), Tillamook-Donaldson Creek (Paving) Section of the Wilson River Highway, we hereby concur as of this date in award of Contract No. 4864 to Calkins Crushing Company of Oceanlake, Oregon, low bidder in the amount of $289,226.20 at the January 22, 1957 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
FEB 11 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 22 1957
FOR FILING
OREGON DISTRICT

F-191(14)

4864

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

January 7, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-191(14), Tillamook-Donaldson Creek Section of the Wilson River Highway. This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
JAN 21 1957
OREGON
STATE HIGHWAY COMMISSION

7-2083 Chaco Pipeline River No. 247
of the Chaco Mar.

RECEIVED
AUG 7 1957

NOTED
W. C. WILLIAMS

July 31, 1957

FINAL COST ANALYSIS

Ochoco Park-Crooked River Section
Contract No. 4865 — Babler Bros., Inc., Contractor
E. Scrivner, Resident Engineer

Ochoco Highway
Prefix: 7-1028

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$2,750.00		$ 591.70	$ 2,750.00
Drainage Exc., Unclass.	3.11	Cu. Yds.	5.00	$ 4.51	14.03	15.55
Gen. Exc., Unclass.	3,545	Cu. Yds.	1.30	1.255	4,450.25	4,608.50
Finish R/B & Slopes	0.61	Mile	800.00	700.78	427.48	488.00
Rounding Cut Banks	845	Lin. Ft.	0.20	0.175	148.14	169.00
18" Corr. Metal Pipe	12	Lin. Ft.	6.00	4.79	57.52	72.00
24" Corr. Metal Pipe	10	Lin. Ft.	8.00	7.62	76.20	80.00
Coarse Cr. Mat'l in Base	1,674	Cu. Yds.	3.20	2.73	4,575.28	5,356.80
3/4"-0 Mat'l in Base	538	Cu. Yds.	4.00	3.43	1,850.07	2,152.00
Sprinkling	24.9	M/gals.	3.00	2.97	74.09	74.70
Prep. of Base	0.61	Mile	500.00	577.83	352.48	305.00
3/4"-0 Mat'l in Binder Crse.	30	Cu. Yds.	5.00	4.58	137.48	150.00
RS-2 Asphalt	10.253	Tons	50.00	48.09	493.13	512.65
Class "B" Asph. Concrete	1,296.175	Tons	12.00	8.50	11,020.63	15,554.10
Metal Guard Rail, New Design	2,504	Lin. Ft.	3.00	2.78	6,969.40	7,512.00
Force Account (State Share Flagging)					469.04	469.04
					$31,706.92	$40,269.34

Gross Revenue	$40,269.34
Total Cost	31,706.92
Net Profit	$ 8,562.42

Net Profit Equals 21.3% of Gross Revenue

EOT

DETAIL OF COST

BABLER BROS., INC.

Labor:

Labor and Supervision		$ 4,648.42	
Labor Insurance		310.33	
Health and Welfare		150.59	
			$ 5,109.34

Materials:

RS-2 Asphalt	10.253 Tons At $31.55 Inc. Freight	$ 323.50	
18" Corr. Metal Pipe	12 Lin. Ft. and 1 Band	33.15	
24" Corr. Metal Pipe	10 Lin. Ft. and 1 Band	44.88	
Guard Rail and Post	2,504 Lin. Ft. At $1.70	4,256.80	
			$ 4,658.33

Equipment Rentals and Misc. Supplies:

Equipment Rentals (Owned)	$ 3,554.60	
Hired Equipment	785.10	
Gas, Oil, and Grease	662.06	
Freight and Cartage	734.27	
Powder and Caps	121.74	
Small Tools and Misc. Supplies	142.18	
Bond	241.60	
Home Office and General Overhead	640.35	
		$ 6,881.90

Paid to Pacific Paving Inc., for Crushed Rock and Class "B" Asphaltic Concrete	15,057.35
T O T A L C O S T	$31,706.92

Remarks:

This was a "State Project" calling for the construction of 0.61 mile of highway roadbed widening, construction of 0.61 mile of stone base and construction of 0.61 mile of asphaltic concrete pavement. The project was bid February 29, 1957, work started March 7, 1957 and the project was completed April 22, 1957.

On March 7, 1957 the contractor moved in a 3/4-cubic yard shovel, two 8-yard trucks, D-8 cat and dozer, 315 compressor with one jackhammer and grader and started clearing and grading. The clearing consisted of small sagebrush and a few scattered juniper trees. A nice profit was realized from clearing and grubbing. Some cemented gravel was encountered in excavation requiring light drilling and shooting.

All crushed rock and Class "B" asphaltic concrete was bought from Pacific Asphalt Inc., which is located 2½ miles southeast of Prineville.

Having good bid prices with good supervision, the contractor received a nice profit from this project.

M. N. Juve
Chief Cost Analyst

By

K. T. Wechter

RECEIVED
JUN 13 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 12, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4865	3-Final	Babler Bros., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12703	H-183096	$ 1,117.15	6/12/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 100 Workdays from 4-1-57

Time Extensions: None

Completion Date: Apr. 22, 1957

Date Accepted: May 16, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-11-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Query
Floyd Query, Assistant Secretary

Warrant Mailed: JUN 14 1957
Ruth Rawlings

NOTED ON CARD

RECEIVED
JUN 4 1957
FOR FILING

7-10-1

4865

June 4, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: Mr. G. H. Burnett

Gentlemen:

State Highway Contract No. 4865 for work performed on the Ochoco Park-Crooked River Section of the Ochoco Highway in Crook County was completed by the contractor, Babler Bros., on April 22, 1957 and was formally accepted by the Highway Commission on May 16, 1957.

Final payment in the amount of $1,117.15 will be released to the contractor on or after June 14, 1957. The total contract amount is $40,269.34, of which amount $469.04 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisifed, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

Form E-1—1036—6-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 17, 19 57

Section Ochoco Park - Crooked River

Kind of work Grading and Oiling

Highway Ochoco

Section prefix 7-1028

Contractor Babler Bros., Inc.

Contract number 4865

Date of contract Feb. 28, 19 57

Date of completion 100 Workdays Beg. Apr1 1, 19 57

Date work started March 7, 19 57

Estimated date of completion April 22, 19 57

Project authorization $46,762.88
Exclusive of Engineering $43,437.52

Per cent of time elapsed 16 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 40,363.08

Estimated per cent overrun or underrun . . . . . 7.1 %

Per cent of contract completed, based on total contract price . . . . . 98 %

Engineering authorization $3,325.36

Engineering cost to date $ 3,000.00, 90.2 %

Date project was completed April 22, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed work on Semi-Final estimate and submitted it to the division office Wednesday.

- FINAL REPORT *

CONSTRUCTION DIVISION
RECEIVED
MAY 20 1957
NOTED: GE ACE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed Grant L. Scrivner

Address P.O. Box 182, Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 56033

	GRADING	SURFACING	****** ******	OIL AND BITUMINOUS MACADAM	PAVING
			Guard Rail		
Miles in project	0.61	0.61			0.61
Miles partially completed	0.61	0.61			0.61
Miles completed	0.61	0.61			0.61
Total estimated quantities (contract)	3,900 CY	2,465 CY	2,600 Lin.ft.		1,280 Tons
Total quantities corrected to date	3,617 CY	2,237 CY	2,504 Lin.ft.		1,296 Tons
Estimated quantities moved or placed to date	3,617 CY	2,237 CY	2,504 Lin.ft.		1,296 Tons
Average daily quantities		Project Completed			
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers		
Tuesday	Cloudy		
Wednesday	Fair		
Thursday	Fair		
Friday	Cloudy		
Saturday			

Noted
M. N. Jove

RECEIVED
MAY 16 1957
FOR FILING

7-Mis
-4865

May 15, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Avenue
Portland 4, Oregon

Attn.: Mr. G. H. Burnett

Gentlemen:

It is the intention of the State Highway Commission to release to Babler Bros., Inc., a portion of the funds heretofore retained by the Commission on contract No. 4865, for grading and paving on the Ochoco Park-Crooked River Section of the Ochoco Highway in Crook County.

This payment in the amount of $21,365.30, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,210.89. The present payment will be released on or after May 25, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm

NOTED ON CARD
cm

RECEIVED
APR 1 - 1957
FOR FILING

4865

FORM E-30X—37,500—9-56—96688

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1957

SUBJECT: Ochoco Park-Crooked River Unit
Ochoco Highway
Crook County
Contract #4865

To: Dean Swift
Division Engineer
Division 4
Bend, Oregon

Reference is made to laboratory reports numbers 415048 and 415049, dated April 3, 1957, showing that the muck sand chosen from a source 1.3 miles south of mile post 1.6 on the Paulina secondary highway is not suitable for use because of an approximate 80 to 90% retained on the #80 sieve.

This source of muck sand is apparently very spotty and will, therefore, lead to dificulty in obtaining a suitably uniform material required for the asphaltic concrete mix.

Please instruct the resident engineer to either obtain a different source for this muck sand material or develope a more uniform area on the above source.

Please have the resident engineer re-submit samples of muck sand material he believes suitable for this project, showing the source of material.

Tom Edwards
Construction Engineer

by L. N. Young
L. N. Young
Assistant Construction Engineer

WCH/ELY

cc Forrest Cooper
Tom Edwards

NOTED
FORREST COOPER

RECEIVED
APR 8 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 3 - 1957
FOR FILING
1:02 P.
4865

April 2, 1957

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files three fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4865, covering the Ochoco Park-Crooked River Section of the Ochoco Highway in Crook County.

Contract No. 4867, covering the Suntex and the Alkali Lake-Lake Abert Sections of the Central Oregon and Lakeview-Burns Highways in Lake and Harney Counties.

Contract No. 4887, for constructing the Rock Creek and Thirtymile Creek Bridges on the Rock Creek-Mikkalo County Road and Thirtymile County Road in Gilliam County.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAR 5 1957
FOR FILING

7-1027
48.-

March 4, 1957

Babler Bros., Inc.
4617 Milwaukie Avenue - S. E.
Portland, Oregon

Gentlemen:

The State Highway Commission on February 28, 1957, awarded to you State Highway Contract No. 4865 for grading and paving on the Ochoco Park-Crooked River Section of the Ochoco Highway in Crook County.

This award was based on your bid of $41,267.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
OCT 2 ? 1957
FOR FILING

W. C. WILLIAMS

Azalea-Mackin Gulch
Contract #4866

FINAL COST ANALYSIS

Rock Production
Hughes & Dodd Co., Contractor
R. L. Lammert, Resident Engineer

October 14, 1957
Pacific Highway
Prefix10-8305-201(44)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3/4"-½" Mat'l. in Stockpile	2,082.1	C.Y.	$3.34	$3.50	$6,961.20	$7,287.35
½"-¼" Mat'l. in Stockpile	2,481.5	C.Y.	3.34	3.50	8,296.54	8,685.25
¼"-#10 Mat'l. in Stockpile	2,578.9	C.Y.	3.34	3.60	8,622.18	9,284.04
					$23,879.92	$25,256.64

Gross Revenue	$25,256.64
Total Cost	23,879.92
Net Profit	$ 1,376.72

Net profit equals 5.4 % of gross revenue.

DETAIL OF COST

L A B O R		
Labor	$8,540.62	
Labor Insurance	604.24	
Health and Welfare	156.16	
		$9,301.02
E Q U I P M E N T R E N T A L S & M I S C. E X P E N S E		
Equipment Rental (own)	9,440.27	
Equipment Rental (Hired)	950.00	
Gas, Oil and Grease	1,712.05	
Freight	476.85	
Small Tools	66.10	
PL and PD Insurance	69.23	
Bond	92.81	
Permits	15.00	
Powder and Caps	231.87	
Repairs	958.53	
Home Office and General Overhead	566.19	
	$14,578.90	
		$23,879.92

BREAKDOWN OF CRUSHING

Item	Quantity	Unit	Cost	Unit Cost
Move in and set up	7,142.5	C.Y.	$1,804.70	$0.25
Drill and Shoot	7,142.5	C.Y.	993.16	0.14
Load and Feed Crusher	7,142.5	C.Y.	4,603.37	0.64
Crushing	7,142.5	C.Y.	11,665.52	1.77
Haul to Stockpile	7,142.5	C.Y.	2,408.55	0.34
Stockpile	7,142.5	C.Y.	1,404.62	0.20
	7,142.5	C.Y.	$23,879.92	$3.34

Total crushing time = 349.5 hrs.

Down time = 46.0 hrs.

Operating time = 303.5 hrs.

Average crush per hour=23.5 cubic yards.

REMARKS:

This was a "State Project" located on the Pacific Highway in Douglas and Josephine Counties. The northerly end of the project was at M.P. 230.19, which mile point is at the junction of the road to Azalea. The southerly end of the project was at M.P. 244.38, which mile point is at the junction of the Mackin Gulch Road. The overall length of the project was 14.19 miles.

The work to be done under this contract consisted of the furnishing of approximately 7,000 cubic yards of crushed materials in stockpiles for later use by the State, in connection with maintenance operations in this section.

The contract was bid and awarded to Hughes and Dodd Company on February 28, 1957. The contractor started work on the project on April 1, 1957, and completed the project on June 26, 1957. The final estimate was dated July 22, 1957.

The contractor moved into the State-controlled quarry located on the southerly side of, and approximately 0.2 mile from, the highway at M.P. 235.0 on April 1, 1957, and began stripping over-burden and shaping plant site, using a TD 9 with dozer. At the same time he drilled the quarry for blasting, using a 105 ef compressor and jackhammer.

On April 9, 1957, the contractor began moving in and setting up his small 3 crusher crushing plant. This work was completed on April 19, 1957, and the contractor began crushing on April 22, 1957. He fed the plant with a TD 9 with one cubic yard scoop, and hauled to stockpile located at quarry site with a 6 cubic yard truck.

The contractor proposed to manufacture all three sizes of aggregate called for in the contract at the same time. After trying to do this, he decided to make only two on the first run and then remanufacture a portion of the $\frac{1}{2}$" to $\frac{1}{4}$" to make the $\frac{1}{4}$"-10 aggregate.

The contractor, having good equipment and good bid prices, but only fair production, made a small profit.

M. N. Juve
Chief Cost Analyst

By

F. W. Sugnet

RECEIVED
AUG 11 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) August 7, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4866	4-Final	Hughes and Dodd Company

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17646	H-187926	$ 757.70	8/7/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 90 workdays from 4-1-57

Time Extensions: None

Completion Date: June 26, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 12, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 13 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUL 25 1957
FOR FILING

July 25, 1957

CERTIFIED MAIL

American Casualty Co.
607 Washington St.
Reading, Pa.

Gentlemen:

State Highway Contract No. 4866 for rock production on the Azalea-Mackin Gulch Section of the Pacific Highway in Douglas and Josephine Counties was completed by the contractor, Hughes and Dodd Company, on June 26, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $757.70 will be released to the contractor after acceptance by the Commission. The total contract amount is $25,256.64, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Fred Gatter - Insurance
P. O. Box 491
Medford, Oregon

NOTED ON CARD

RECEIVED
JUL 16 1957
FOR FILING

July 16, 1957

CERTIFIED MAIL

American Casualty Co..
607 Washington St.
Reading, Pa.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Hughes and Dodd Company in connection with Contract No. 4866, for rock production on the Azalea-Mackin Gulch Section of the Pacific Highway in Douglas and Josephine Counties. This payment, in the amount of $10,953.94, will be released to the contractor on or after July 26, 1957. The retained percentage is $757.70.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Fred Cutter - Insurance
P. O. Box 491
Medford, Oregon

NOTED ON CARD

Form E-1—1956—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 29, 19 57

Section Azalea-Mackin Gulch

Highway Pacific County Douglas & Josephine

Contractor Hughes and Dodd Co.

Date of contract February 28, 19 57

Date work started April 1, 19 57

Project authorization $27,843.75

Exclusive of engineering $25,863.75

Kind of work Rock Production

Section prefix 10-8305

Contract number 4866

Specified work days 90

Work days used 62

Per cent of time elapsed 68.88 %

Estimated cost of completed project, exclusive of engineering $25,863.75

Estimated per cent overrun or underrun . . . . . None %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization $1,980.00

Engineering cost to date $1,231.16, 62.17 %

Date project was completed June 28, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished crushing 1/4"-#10 aggregate Wednesday P. M. Completed cleaning up and moving out equipment Friday, June 28, 1957.

Noted
M. N. Juvo

Signed L. L. Lammert

Address P. O. Box 604, Canyonville, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			14.19		
Miles partially completed			14.19		
Miles completed			14.19		
Total estimated quantities (contract)			7,000 CY		
Total quantities corrected to date			7,000 CY		
Estimated quantities moved or placed to date			7,000 CY		
Average daily quantities			150 CY		
Average daily quantities necessary to complete project on time			0		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			9		

Men 5

Supervision 1

Men and trucks under 3 tons 3

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants 1

Compressors ....., Bulldozers 1, Compaction rollers ....., Cat Loaders 2 . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Cloudy		
Saturday			

RECEIVED
MAR 27 1957
FOR FILING

10-8305

4866

March 26, 1957

Hughes & Dodd Co.
123 Mace Road
Medford, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4866, which was awarded to you by the State Highway Commission on February 28, 1957, for rock production on the Azalea-Mackin Gulch Section of the Pacific Highway in Douglas and Josephine Counties.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 5 1957
FOR FILING

10-5-36-5
4866

March 4, 1957

Hughes and Dodd Co.
133 Mace Road
Medford, Oregon

Gentlemen:

The State Highway Commission on February 28, 1957, awarded to you State Highway Contract No. 4866 for the Azalea-Mackin Gulch Rock Production Project on the Pacific Highway, about 15 miles south of Canyonville, in Douglas and Josephine Counties.

This award was based on your bid of $24,750.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

esm

cc: Tom Edwards
S. H. Probert
R. G Savage

1-1001 Sanitox and Alkali Lawsuit 1947

RECEIVED
FEB 24 1958

W. C. Williams

MOTEL
W. C. WILLIAMS

February 13, 1958

FINAL COST ANALYSIS

Suntex and Alkali Lake-Lake Abert
Contract No. 4867

Central Oregon and Lakeview-Burns Hwys.
Prefix: 19-1024

Oiling and Rock Production
Babler Bros. Inc., Contractor
H. S. Cox, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
SUNTEX SECTION						
Preparation of Base	18.02	Miles	$100.00	$30.03	$ 541.27	$ 1,802.00
*Furn. & Place Aggregate	4,836	Cu. Yds.	3.75	3.601	17,440.23	18,135.00
120-150 Asphalt	403.24	Tons	48.00	44.56	17,968.80	19,355.52
*3/4"-½" Cr. Mat'l in Stockpile	3,040.03	Cu. Yds.	2.25	2.448	7,441.99	6,840.07
*½"-¼" Cr. Mat'l in Stockpile	1,815.69	Cu. Yds.	2.25	2.448	4,444.81	4,085.30
*¼"-#10 Cr. Mat'l in Stockpile	1,079.07	Cu. Yds.	2.65	2.448	2,641.56	2,899.54
*½"-0 Crushed Mat'l in Stockpile	1,346.69	Cu. Yds.	2.65	2.448	3,296.70	3,568.73
ALKALI LAKE-LAKE ABERT SECTION						
Preparation of Base	13.9	Miles	$100.00	$32.87	$ 457.00	$ 1,390.00
*Furn. & Place Aggregate	4,600	Cu. Yds.	4.00	3.08	14,204.05	18,400.00
120-150 Asphalt	288.27	Tons	50.00	45.15	13,014.06	14,413.50
RS-1 Asphalt	211.03	Tons	51.00	47.06	9,931.88	10,762.53
*3/4"-½" Cr. Mat'l in Stockpile	3,015.23	Cu. Yds.	2.50	1.968	5,933.97	7,538.08
*½"-¼" Cr. Mat'l in Stockpile	2,940.78	Cu. Yds.	2.50	1.968	5,787.46	7,351.95
*¼"-#10 Cr. Mat'l in Stockpile	1,393.99	Cu. Yds.	2.50	1.968	2,743.37	3,484.98
*PA #1 Purchase Excess ½"-¼" Cr. Mat'l in Stockpile	1,259.31	Cu. Yds.	0.75	1.968	2,478.32	1,259.31
*PA #2 Furn. Excess 3/4"-½" Oil Agg. in Stockpile	801.71	Cu. Yds.	0.75	1.968	1,577.77	601.28
*PA #2 Furn. Excess ¼"-½" Oil Aggregate in Stockpile	151.64	Cu. Yds.	0.75	1.968	298.43	113.73
*Stockpile Haul Adj., Favor of Contractor	3,381.1	Yd. Mile	0.12	0.12	405.73	405.73
Force Account State's Share of Flagging Costs					334.21	334.21
					$110,941.61	$122,386.63

*Work Done All or In Part By Jud Wilson

	Revenue	Cost	Profit	Loss	% Profit	% Loss
Babler Bros., Inc.	$ 69,643.44	$ 57,521.97	$12,121.47		17.4	
Jed Wilson	52,743.19	53,419.64		$676.45		1.2
	$122,386.63	$110,941.61	$11,445.02		9.3	

Babler Bros., Inc.

Detail of Cost

Labor:					
Labor and Supervision				$ 7,659.18	
Labor Insurance				568.71	
Health and Welfare				219.02	
					$ 8,446.91
Materials:					
120-150 Asphalt	691.51	Ton at	$27.00	$18,672.93	
Freight on 120-150 Asphalt	691.51	" "	11.62	8,033.24	
RS-1 Asphalt	211.03	" "	28.75	6,068.95	
Freight on RS-1 Asphalt	211.03	" "	11.69	2,466.76	
					35,241.88
Equipment Rentals & Misc. Supplies:					
Equipment Rentals (Owned)				$ 3,132.32	
Hired Trucks				5,690.16	
Gas, Oil and Grease				2,770.68	
Small Tools & Misc. Supplies				325.30	
Bond				239.32	
Home Office and General Overhead				1,675.40	
					13,833.18
T o t a l C o s t					$57,521.97

Babler Bros., Inc.

Detail of Cost

Labor:					
Labor and Supervision				$ 7,659.18	
Labor Insurance				568.71	
Health and Welfare				219.02	
					$ 8,446.91
Materials:					
120-150 Asphalt	691.51	Ton at	$27.00	$18,672.93	
Freight on 120-150 Asphalt	691.51	" "	11.62	8,033.24	
RS-1 Asphalt	211.03	" "	28.75	6,068.95	
Freight on RS-1 Asphalt	211.03	" "	11.69	2,466.76	
					35,241.88
Equipment Rentals & Misc. Supplies:					
Equipment Rentals (Owned)				$ 3,132.32	
Hired Trucks				5,690.16	
Gas, Oil and Grease				2,770.68	
Small Tools & Misc. Supplies				325.30	
Bond				239.32	
Home Office and General Overhead				1,675.40	
					13,833.18
Total Cost					$57,521.97

Jed Wilson

Detail of Cost

Labor:		
Labor and Supervision	$14,958.10	
Labor Insurance	691.03	
Health and Welfare	508.44	
		$16,157.57
Equipment Rentals and Misc. Supplies:		
Equipment Rentals (Owned)	$19,461.04	
Hired Trucks	6,134.25	
Hired Equipment	991.00	
Freight and Cartage	1,137.50	
Powder and Caps	1,849.13	
Bond	299.68	
Gas, Oil and Grease	3,471.00	
Small Tools and Misc. Supplies	557.70	
P.L. and P.D. Insurance	186.97	
Home Office and General Overhead	1,498.40	
		35,577.67
Paid For Stockpiling 16,844.14 Cu. Yd. at $0.10		1,684.40
T o t a l C o s t		$53,419.64

Alkali Lake-Lake Abert Section
Gravel Pit at M.P. 48.7 Burns-Lakeview Highway

Breakdown of Crushing Cost

	Quantity	Unit	Cost	Unit Cost
Move In and Set Up	14,162.66	Cu. Yd.	$ 3,096.58	$0.218
Feed Crusher	14,162.66	Cu. Yd.	5,579.20	0.393
Crushing	14,162.66	Cu. Yd.	11,402.45	0.805
Cost at Plant	14,162.66	Cu. Yd.	$20,078.23	$1.416
Haul to Stockpiles	9,562.66	Cu. Yd.	4,318.04	0.452
Stockpiling	9,562.66	Cu. Yd.	956.25	0.10
Total Cost			$25,352.52	$1.968

The crushing plant operated 194 hours to produce 14,162.66 cu. yds. for an average production of 73.0 cu. yds. per working hour.

Note: The rejects from this gravel pit will run about 50%.

Suntex Section
Quarry Located M.P. 108.4 Central Oregon Highway

Breakdown of Crushing Cost

	Quantity	Unit	Cost	Unit Cost
Move In and Set Up	12,117.48	Cu. Yd.	$ 2,883.74	$0.237
Drill and Shoot	12,117.48	Cu. Yd.	4,633.18	0.382
Feed Crusher	12,117.48	Cu. Yd.	5,836.59	0.481
Crushing	12,117.48	Cu. Yd.	11,262.10	0.929
Cost at Plant	12,117.48	Cu. Yd.	$24,615.61	$2.029
Haul to Stockpiles	7,281.48	Cu. Yd.	2,326.63	0.319
Stockpiling	7,281.48	Cu. Yd.	728.15	0.10
Total Cost			$27,670.39	$2.448

The crushing plant operated 211 hours to produce 12,117.48 cu. yds. for an average production of 57.4 cu. yds. per working hour.

Remarks:

This was a "State Project" calling for the construction of 18.02 miles of Type DO-30 oil mat wearing surface, construction of 13.90 miles of Type O-9 oil mat wearing surface and furnishing approximately 15,000 cu. yd. of crushed materials in stockpiles. The project was bid February 28th, 1957. Work started March 18th, 1957 and the project was completed June 18th, 1957.

On March 18th, 1957 Jed Wilson, subcontractor, started moving a complete crushing unit into the gravel pit located on the easterly side of and adjacent to the Lakeview-Burns Highway at M.P. 48.7. A D-8 cat and dozer and a 3/4 cu. yd. shovel was used in feeding the crushing plant. The rejects ran about 50% from the gravel pit, requiring from 1- to 6-yard trucks to haul rejects from the crushing plant. All crushed materials were hauled to stockpiles in hired trucks. The contractor elected to work two 7-hour shifts 6 days a week from this setup. All crushing from this setup was completed April 9th, 1957.

Crushing was started April 17th, 1957 in the quarry located on the northerly side of and adjacent to the Central Oregon Highway at M.P. 108.4. All crushed materials used on the Suntex Section were produced from this quarry. Outside of drilling equipment the rest of the crushing equipment was the same as used on the other setup. Crushing was completed from this setup May 10th, 1957.

On May 20th, 1957 Babler Bros. moved in an oiling outfit consisting of blade, 2 rollers, 2 loaders, 2 distributors, storage tanks and 8 trucks. Due to cold weather, the oiling of the Suntex Section was not started until June 3rd, 1957. This section was completed June 7th, 1957. The Alkali Lake Section was started June 10th, 1957 and completed June 18th, 1957.

The subcontractor on crushing, having low bid prices on all stockpile material, suffered a small loss, but the prime contractor, having good bic prices on oiling with high production, realized a nice profit.

M. N. Juve
Chief Cost Analyst

By . . K. T. Wechter

RECEIVED
SEP 16 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 12, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
19124	6-Final	Babler Bros., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20646	119127	$ 3,644.63	September 11, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 115 workdays from 4-1-57

Time Extensions: None

Completion Date: June 24, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: Claim by Jack Elroad in amt. of $3,422.62

Remarks:

Date: Sept. 16, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

SEP 17 1957

NOTED ON CARD

RECEIVED
AUG 26 1957
FOR FILING

August 23, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4867 for work performed on the Sumter and Alkali Lake-Lake Abert Section of the Central Oregon and Lakeview-Burns Highways in Lake and Harney Counties was completed by the contractor, Babler Bros., Inc., on June 24, 1957 and was formally accepted by the Highway Commission on Aug. 8, 1957.

Final payment in the amount of $3,644.43 will be released to the contractor on or after September 3, 1957. The total contract amount is $122,386.63, of which amount $344.21 represents force account items.

There is a claim filed against this contract, of which you have been previously notified, in the amount of $3,422.62.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en

NOTED ON CARD

RECEIVED
AUG 26 1957
FOR FILING

August 23, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4867 for work performed on the Suntex and Alkali Lake-Lake Abert Section of the Central Oregon and Lakeview-Burns Highways in Lake and Harney Counties was completed by the contractor, Babler Bros., Inc., on June 24, 1957 and was formally accepted by the Highway Commission on Aug. 8, 1957.

Final payment in the amount of $3,644.43 will be released to the contractor on or after September 3, 1957. The total contract amount is $122,386.63, of which amount $344.21 represents force account items.

There is a claim filed against this contract, of which you have been previously notified, in the amount of $3,422.62.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en

NOTED ON CARD

RECEIVED
JUL 30 1957
FOR FILING

July 29, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros., Inc., in connection with Contract No. 4867, for oiling and rock production on the Sunter & Alkali Lake-Lake Abert Section of the Central Oregon and Lakeview-Burns Highways in Lake & Harney Counties. This payment, in the amount of $693.56, will be released to the contractor on or after August 8, 1957. The retained percentage is $3,672.44.

There is a claim filed against this project by Jack Elrod, of which you have been previously notified, in the amount of $3,422.62.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

Form E-1—10M—6-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 19, 1957, 19

Section Suntex & Alkali Lake - Lakebert

Highway Central Oregon & Lakeview-Burns

Contractor Bahler Brothers Inc.

Date of contract 2-28-57, 19

Date work started 3-4-57, 19

Project authorization $135,930.33

Exclusive of Engineering $126,264.22

Kind of work Oiling & Rock Production

Section prefix 19-1024

Contract number 4867

115 W.D. Begin April 1, 1957

Date of completion , 19

Estimated date of completion 6-24-57, 19

Per cent of time elapsed 53.45 %

Final

Estimated cost of completed project, exclusive of engineering $122,414.64

Estimated per cent overrun or underrun . . . . . 3.05 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 9,666.16

Engineering cost to date $ 6,000.00, 62.07 %

Date project was completed June 24, 1957, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-final estimate was submitted to the Division Office on Tuesday, July 16, 1957.

Final Report.

Noted
M. N. Juve

CONSTRUCTION DIVISION
RECEIVED
JUL 22 1957

NOTED
C. E. PAULSEN

NOTED
FORREST COOPER

NOTED-- CE ADE ACE CDE

Signed H.S. Cox

Address Box 151 Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 96633

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				31.92	
Miles partially completed					
Miles completed				31.92	
Total estimated quantities (contract)			15,000	Asph. 880 Agg. 9,200	
Total quantities corrected to date			16,860	Asph. 902.84 Agg. 9,436	
Estimated quantities moved or placed to date			Same	Same	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				No work	
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday	Fair All Week		
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 19 1957
FOR FILING

July 19, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Avenue
Portland 4, Oregon

Attn.: Mr. O. M. Burnett

Gentlemen:

It is the intention of the State Highway Commission to release to Babler Bros., Inc., a portion of the funds heretofore retained by the Commission on Contract No. 4867, for oiling and rock production on the Sumtex & Alkali Lake-Lake Abert Section of the Central Oregon and Lakeview-Burns Highways in Lake and Harney Counties.

This payment, in the amount of $59,483.42, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,650.99. The present payment will be released on or after July 29, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD
lm

RECEIVED
JUL 8 1957
FOR FILING

19-1024

407

July 5, 1957

General Casualty Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Attached is a copy of letter written by Mr. George F. Rakestraw, Attorney, in behalf of his client, Jack Wirod, concerning a claim in the sum of $3,422.62 against Jed Wilson & Sons, who apparently acted as subcontractors to Babler Bros., Inc., on our contract #1867, for oiling and rock production on the Central Oregon and Lakeview-Burns Highways, in Lake and Harney Counties.

The claim, as you will note, is for equipment rental and labor.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Mr. Rakestraw's address is 632 South 6th Street, Redmond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Noted on card

FAQ:dc
Attach.

cc: Babler Bros., Inc.,
1617 SE Milwaukie Avenue
Portland, Oregon

NOTED ON CARD
cwl

RECEIVED
JUL 9 1957
FOR FILING
17-1024
4867

file A

July 5, 1957

Mr. George F. Rainstraw
Attorney at Law
632 South 6th Street
Redmond, Oregon

Dear Sir:

This is in reply to your letter of July 2 concerning the claim of your client, Mr. Jack Wirod, in the amount of $3,422.62 against our contract #4867, awarded to Babler Bros., Inc., for oiling and rock production on the Central Oregon and Lakeview-Burns Highways in Lake and Harney Counties, known as the Sumter and Alkali Lake-Lake Abert Section.

The General Casualty Company of America, Board of Trade Building, Portland 4, furnished the performance bond for this contract. The contract was completed June 24, 1957, but has not yet been accepted by the Commission.

Payments on contracts are not ordinarily withheld because of claims, unless the surety so requests.

If you wish to protect your client's claim for the period longer than 6 months following completion of the contract and acceptance by the Commission, it is suggested that you file the claim with the Secretary of State. For your convenience, we have attached an excerpt from the Oregon Laws outlining the filing procedure.

In the meantime, the claim will be noted in our record and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc
Attach.

notion card

NOTED ON CARD

eml

GEORGE F. RAKESTRAW
ATTORNEY AT LAW
632 SOUTH SIXTH STREET
REDMOND, OREGON

July 2, 1957

REFERRED TO
BY SECRETARY

Mr. H. B. Glaisyer
Secretary to State Highway Commission
State Highway Building
Salem, Oregon

Re: State Highway Contract No. 4867; State Prefix No. 19-10-24; Suntex - Alkali Lake Section

Dear Sir:

The writer represents Mr. Jack Elrod of Redmond, Oregon who has an unpaid claim in the sum of $3,422.62 against the above entitled highway project.

The claim arises as follows. As I understand the situation Babler Bros. were the successful bidders on the particular contract which I understand has recently been completed. They in turn, sub-contracted to Jed Wilson & Sons a job consisting of rock-crushing and allied work. Wilson & Sons in turn employed Jack Elrod and his caterpillar tractor to do a portion of the work at an agreed rate for stockpiling of gravel. There was also some truck rental involved in it, in that Jack Elrod rented a truck to Jed Wilson & Sons. The total amount of the claim is $3,422.62 which remains unpaid at the present time. Jed Wilson & Sons either cannot or will not pay at the present time. I believe they claim that they have not been paid by Babler Bros. and as a consequence are not able to pay Mr. Elrod.

Mr. Elrod talked to Babler Bros. and was unsuccessful in making any arrangements for the payment. He then brought the matter in to me.

I talked to Mr. Pease of your Department about it and he advised me to write you setting forth the nature of the claim and that the Commission would then require this matter be settled before final disbursement would be made to Babler Bros. There is no dispute, to my knowledge, concerning the amount of the account or the fact that it is due and owing.

Would you be so kind as to acknowledge receipt of this letter and advise me of your position. I understand that it will be some six weeks before final payment is made to Babler Bros. I am enclosing herewith an extra copy of this letter for forwarding to Babler Bros. bonding company on the performance bond. I do not know what company has furnished the bond.

RECEIVED
JUL 5 1957
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

G. F. Rakestraw

GFR:mk

NOTED ON CARD

RECEIVED
JUN 26 1957
FOR FILING
4867

June 25, 1957

Mr. Sidney A. King, Director
Safety & Public Relations
Oregon State Motor Association
600 S. W. Market Street
Portland 1, Oregon

Dear Mr. King:

I am pleased to give you the facts relative to difficulties encountered on US20 west of Burns by reason of some highway construction. Through a regrettable set of circumstances that never should have happened, a very deplorable condition did exist one day on this section. The contractor was recoiling the existing surfacing, the recoiling consisting of a spread of oil followed by a light cover of crushed gravel. The gravel cover should have been immediately covered with another spread of oil and then sealed so that no pickup would occur. Unfortunately, the contractor had spread more of the first course only than he could cover before night, and traffic was turned onto the first light spread covering. The materials began to pick up, the condition grew worse as the hours went by, and we do know that the following morning the situation was bad. Immediate steps were taken to correct such conditions and to see that they not occur again.

We have had many complaints relative to this matter and have advised each person writing in as to the contractor's name and his responsibility, and have advised them through their insurance companies to contact the contractor if their damage was not adequately covered by their comprehensive insurance.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. Forrest Cooper

RECEIVED
JUN 26 1957
FOR FILING

4867

June 25, 1957

Mr. Sidney A. King, Director
Safety & Public Relations
Oregon State Motor Association
600 S. W. Market Street
Portland 1, Oregon

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We have had many complaints relative to this matter and have advised each person writing in as to the contractor's name and his responsibility, and have advised them through their insurance companies to contact the contractor if their damage was not adequately covered by their comprehensive insurance.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. Forrest Cooper

OREGON STATE MOTOR Association

Affiliated with
AMERICAN AUTOMOBILE ASSOCIATION

Serving Motorists Since 1905 — *General Offices*

AAA BUILDING • 600 S. W. MARKET STREET • PORTLAND 1, OREGON

PHONE CAPITOL 8-5255

NO
W. C. WILLIAMS

June 15, 1957

Mr. W. C. Williams
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Williams:

We have received a letter from one of our members complaining of conditions encountered on Highway 20 west of Burns. According to the letter, they ran into road construction shortly after leaving Burns and never before saw "such an irresponsible, careless, useless piece of work as we saw yesterday".

They report that for 13 or 15 miles they traveled with a caravan of cars over crushed, tar-covered rock, "breaking windshields and blowing out tires." They said they were halted 30 minutes in the hot sun "apparently so the contractor could work without being bothered." A service station attendant along the line told them he had repaired 17 tires the day before.

They report the cars were covered with the tar or oil on that section, whereas farther along they encountered construction where a pilot car took them through without trouble.

I am relaying this information on to you in the hope that you might investigate to see if every possible care is being taken on that job to protect the cars of travelers on Highway 20.

Very truly yours,
OREGON STATE MOTOR ASSOCIATION

Sid King

SIDNEY A. KING, Director
Safety & Public Relations

SAK:g

RECEIVED
JUN 17 1957
OREGON
STATE HIGHWAY COMMISSION

OFFICERS: Chas. E. Snell, *President* — Wm. E. Walsh, *Vice-President* — [illegible] Bell, *Treasurer* — Ray Conway, *Secy.-Manager* — A. N. Weir, *Assistant Manager*

DIRECTORS: Chas. E. Snell, *Chairman* — Robert W. Chandler, *Bend* — [illegible] Grey, *Medford* — Douglas McKay, *Salem* — D. B. Simpson, *Portland*
George Annala, *Hood River* — Ralph R. Cronise, *Albany* — [illegible] Hoffman, *Portland* — Warren A. McMinimee, *Tillamook* — W. Lowell Steen, *Milton*
William Bell, *Portland* — C. E. Francis, *Portland* — C. E. McCulloch, *Portland* — H. W. Roberts, *Portland* — William E. Walsh, *Coos Bay*

RECEIVED
JUN 26 1957
FOR FILING

Lent
417

June 25, 1957

397

Mrs. Joe Naughan
Route 3, Box 614
Eugene, Oregon

Dear Mrs. Naughan:

Reply is made to your letter of June 14 concerning damage to your car on the morning of June 6 on the Central Oregon Highway between Bend and Burns.

Through regrettable circumstances, the contractor had to leave some oil with only the coarse 3/4-inch cover thereon overnight. This began to pick up through the night and carried throughout the project.

The contractor in this instance was Babler Bros., 4617 S. E. Milwaukie Avenue, Portland, Oregon. I would suggest that you refer your claim to them through your insurance company.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Babler Bros.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards

TE:ar fn

Eugene Ore
June 14 1937

Ore. State Highway Dept
Salem, Ore

PLEASE RETURN TO
FORREST COOPER
REFERRED TO
Cooper
By State Highway Engineer

Dear Sirs:
On the morning of June 6, We were coming West from Burns, Ore We came onto a Strip of new Construction, of oil and 3/4 in rock, all over the road, for 18 miles. Traffic was trying to go both ways.
Results:- 3 ruined tires and we will have to have a complete new paint job, because of flying rocks. also have a damaged

T. C. Williams
State Highway Engineer

cc Mr. Tom Edwards

TE:AR hi

~~windshield~~

our car is a 1956 Dodge Station Wagon, and was in very good condition had there been a detour sign at the Tatamiw-Burns junction, we could have saved all this damage.

It looks to us that the Contractor of that job was negligent, and someone should be responsible for the damage incurred.

There was no warning that there was 18 mi of that kind of construction.

cc Mr. Tom Edwards

TE:AR hl

RECEIVED

the more : not the only one
who suffered damage.
There were hundreds of
of cars that went there
area, all had damage to
tires, windshields & paint.
We would appreciate it
if you would look
into this lack of efficiency
and let us have the
results, at once.

Yours Sincerely

Mrs Joe Maughan
RT 3 Box 614
Eugene Ore

cc Mr. Tom Edwards

TE:AR hi

RECEIVED
JUN 25 1957
FOR FILING

11-1024
4817

June 24, 1957

Oregon State Highway Commission

Gentlemen:

Report is made concerning a great number of complaints of damage from flying rock on the Central Oregon Highway on a section between Gay Butch and Brothers which was being resited by contract as a part of the division maintenance program. The contractor was Butler Bros. of 4617 S.E. Milwaukie Avenue, Portland, Oregon.

This was a 20-30 specification wherein a film of oil is placed, covered with 3/4-inch rock only sufficiently thick to permit traffic thereon and again covered with a film of oil and then covered with seal rock. Through a set of regrettable circumstances a stretch of approximately five miles of this project was left with only the first shot of oil and the 3/4-inch rock cover in place overnight. The material started to pick up during the evening and as a result of pebbles coated with oil falling from fenders and tires, the entire section was soon in such a condition that rock was being picked up and thrown by all passing vehicles. The situation was corrected as quickly as possible the next morning but not until a great deal of damage had been done to paint and windshields of vehicles.

The road was properly signed and under speed limit, but no motorist would conform to a speed sufficiently slow to prevent throwing of rocks. A real and aggravating damage was suffered by people using this road. We have had a great many letters of complaint and have referred the writers to the contractor and their insurance company. The contractor was in error in not properly planning his work, with the result that the five-mile stretch was left in the first coat of rock overnight. Steps have been taken to insure against a recurrence of such a condition.

Very truly yours,

C. Illings
State Highway Engineer

cc Mr. Tom Edwards

TE:AR hi

FORM E30—SOM—11-55—30224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
June 13, 1957

SUBJECT:

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

In the matter of flying rocks from the wheels of cars and trucks when oiling under traffic, such as we had recently near Suntex on the Central Oregon Highway. I think three things contributed to the trouble at Suntex: Leaving the base course open to traffic. (All the damage came from the larger aggregate). 2. Heavy, sticky oil in hot weather with not enough cover. Even though the surface was not black there was oil shining through that could get on the tires. 3. Speed of cars. Even though we had 35 M. P. H. signs at regular intervals the people travelled nearer 60 M. P. H.

We started an O-9 oiling on Monday near Alkali Lake which I watched. We upped the rock spread 10%, blade broomed and brought all lifts up to and including the first seal, and kept everybody under pilot car control. There was no rocks being flipped.

I anticipate real trouble on Contract No. 4896, which includes 11.5 miles of O-11 on The Dalles-California south of Klamath Falls. I discussed this with Meritt and we expect to blade broom and bring into the first seal each day's work. Contractor's trucks to hold to 35 M. P. H., with pilot cars to operate over all sections that have any tendency to pick. This might call for two pilot cars to facilitate traffic movement, with traffic lines passing outside the immediate oiling area. Still undecided what to do at night. If it is quite bad might have to pilot at night, or if not too bad place flares and flagmen at intervals to slow traffic. If the weather is hot will possibly up the rock spread some.

DEAN SWIFT
Division Engineer

DS:me

CONSTRUCTION DIVISION
RECEIVED
NOTED

NOTED
HARVEST COOPER

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
June 10, 1957

W. C. W

Mrs. Jack Smith
6300 S. W. Richey Lane
Portland 19, Oregon

REFERRED TO
Cooper
By State Hi[illegible] Engineer
Prepare report to
Comm. Please

PLEASE RETURN TO
FORREST COOPER

Dear Mrs. Smith:

This is to acknowledge your letter of June 8 in which you mention very difficult conditions because of highway surfacing operations a short distance out of Burns, and the resultant damage to vehicles and inconvenience to the traveling public.

Copies of your letter are being sent to the individual members of the Highway Commission for their information and to the State Highway Engineer for such investigation and action as are required. You may be assured that this matter will be carefully investigated and proper action taken.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By Floyd Query

Floyd Query
Assistant Secretary

FAQ:fp

cc Commissioners
Mr. W. C. Williams

RECEIVED
JUN 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Mrs. Jack Smith
6300 S. W. Richey Lane
Portland 19, Oregon

June 8,1957

State Highway Commission,
State of Oregon,
Salem,Oregon.

Gentlemen :

We returned last night from a trip to Boise, Idaho,traveling over highway # 20. Shortly out of Burns we encountered road construction. Mr. Smith and I have traveled three states for our firm for the past thirty years,at a rate of about thirty thousand miles per year. In all this time we have seen lots of road construction,washed out roads,repairs,etc,but never such a irresponsible, careless,useless piece of work as we saw yesterday.

For thirteen or fifteen miles we traveled with a caravan of cars over crushed,tar covered rock. The rock banging against the bottom of the cars and flying up all over,breaking windshields and blowing out tires. We were halted for about thirty minutes in the hot sun apparently so the contracter could work with out being bothered.With no thought for the people on that road who were trying to get some place in a hurry to get their work done.

Farther up the road we were halted for the second time.Here the road men were working on half of the road at a time. Doing a beautiful job. We were halted a short time and then a pilot car took us through carefully. In this short wait the people got out of their cars and tried to get off the tared rock and believe me every one was very mad. A SERVICE STATION told us they had repaired seventeen tires the day before. Our car is truly a sight and

Mrs. Jack Smith
6900 S. W. Richey Lane
Portland 19, Oregon .

just how do you get tar off a white Chrysler Imperial. Our white wall tires are a mess. What the underneath looks like I shudder to think.

Perhaps other people will write you and it will be a long time before we travel Highway 20 again, but I feel a duty as a citizen to protest this kind of road building. For miles after we passed through the worst part,the rock had dribbled over the highway from the trucks.

In our work we buy a new car each year. We count on having it a week at least until our winshield is broken from rocks. Why not do short sections at a time and slow down the cars so the rocks will not fly. Whenever you pull rocks up from the aprons and push it back and forth on the road you should slow down the cars.

It would be hard to estimate how many beautiful cars were damaged by the deal on Highway 20. I hope you send some one down there to supervise this job.

Thanking you,I am

Sincerely yours

MJS/MJ

Mrs.J.H.Smith

Copy to AAA

RECEIVED
JUN 10 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 19 1957
FOR FILE
17-16-4
4-3-1

June 18, 1957

Mr. and Mrs. Don Boisen
E. 2415 S. Altamont Boulevard
Spokane 32, Washington

Dear Mr. and Mrs. Boisen:

Reply is made to your letter of June 12, 1957 concerning difficulties experienced on your trip through Oregon, with particular respect to the dust and flying rock on US395 near Lake Abert.

We are quite vexed that a set of regrettable circumstances resulted in travel conditions such as you encountered. It is not our intent to subject road users to such conditions, and we are deeply chagrined. We have taken necessary steps to avoid a repetition of such occurrences.

With respect to the damage to your windshield and to the finish of your car, please be advised that the contractor on this section is Zubler Bros., 4617 S. E. Milwaukie Avenue, Portland 2, Oregon, and, if your comprehensive insurance does not cover the damage, we suggest you refer your claim to the contractor.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:AR me

cc Mr. Forrest Cooper
Mr. Tom Edwards

E. 2415 S. Altamont Blvd.
Spokane 32, Wash.
June 12, '57

CONSTRUCTION DIVISION
RECEIVED
NOTED--

Highway Dept. (State)
Salem, Ore.

Dear Sirs,

For several years we have been going thru Oregon on our vacation.

Each year there is some road construction naturally and we all appreciate new roads. However, this seems to be the only state that we have had to travel for miles on loose gravel. This is particularly bad for tourists because the clothing is limited on a trip. But our chief complaint is the damage to the car finish. No matter how careful or slowly we drive, we still seem to receive some damage.

Today as we were approaching Lake Abert going south on 395 we got our windshield quite badly chipped by a flying rock

Do you compensate drivers for this? We would think it would be much better for your tourist travel if you would investigate highway construction in California for instance I know we would come more often and

not have to have dust in our faces always.

We sincerely hope you will consider this letter worth weighing in your future road planning.

Hopeful tourist who would like to spend more time in Oregon.

Mr and Mrs. Don Boiers.

RECEIVED
JUN 19 1957
FOR FILING

June 18, 1957

Mrs. Berenice Schalkau
Route 3
Newport, Washington

Dear Mrs. Schalkau:

Reply is made to your letter of June 12 directed to the Oregon State Chamber of Commerce concerning events good and bad on your trip through the state of Oregon.

Through a regrettable set of circumstances we have had many complaints concerning flying gravel, as mentioned in your letter. We must assure you that it is certainly not our intent that the public shall be faced with conditions such as these.

We suggest that in case your comprehensive coverage does not cover the damage which your vehicle sustained, you refer the claim to Babler Bros., 4617 S. E. Milwaukie Avenue, Portland 2, Oregon, who was the contractor on this section and who is fully covered by insurance.

We appreciate your expression concerning our state parks and assure you that we will do our utmost to make your next trip trouble-free.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

TE:ar fn

Route 3, Newport
Wash.
June 12, 1957

Oregon State Chamber of Commerce,
Salem, Oregon.

Dear Sirs,

We've enjoyed travelling thru your Battleground Mt. State Pk. and your Umatilla and Malheur State Pks. They are beautiful, large and very well planned.

But oh these new road construction areas! The loose gravel which flys thru the air when an approaching car comes chips our windshied with a $\frac{5}{8}$ inch gouge. We have had it damage our outside finish too.

Why isn't this gravel rolled by machinery instead of ~~our~~ cars?

We feel it would help develope your tourist travel.

Sincerely yours,
Mrs. Berenice Schalkau

P.S Please forward this to the Highway Dept.

Yo Dan Cris

CONSTRUCTION DIVISION
RECEIVED
NOTED--

RECEIVED
APR 2 - 1957
FOR FILING

April 2, 1957

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files three fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4865, covering the Ochoco Park-Crooked River Section of the Ochoco Highway in Crook County.

Contract No. 4867, covering the Suntex and the Alkali Lake-Lake Abert Sections of the Central Oregon and Lakeview-Burns Highways in Lake and Harney Counties.

Contract No. 4887, for constructing the Rock Creek and Thirtymile Creek Bridges on the Rock Creek-Wikdale County Road and Thirtymile County Road in Gilliam County.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAR 5 1957
FOR FILING

12-1021
4867

March 4, 1957

Babler Bros , Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on February 28, 1957, awarded to you State Highway Contract No. 4867 for oiling, also furnishing crushed material in stock pile, on Suntex and Alkali Lake-Lake Abert Sections, of the Central Oregon and Lakeview-Burns Highways in Lake and Harney Counties.

This award was based on your bid of $118,927.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

esm

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

[illegible] Honeyman Park (overnight 1957
Camp Expansion Proj. [illegible] nt.
[illegible] [illegible] a [illegible]

RECEIVED
SEP 12 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) September 4, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
20-3734	5 f	Shannon Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4868	H 190798	$650.33	Sept. 4, 1957
20185			

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenhaus
ACCOUNTING DIVISION

Specified completion Date: 50 Workdays from 3-15-57

Time Extensions: none

Completion Date: 6-12-57

Date Accepted: 6-27-57

Penalties: none

Claims: none

Remarks:

Date: 9-5-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 6 1957

NOTED ON CARD

RECEIVED
AUG 26 1957
FOR FILING

August 23, 1957

CERTIFIED MAIL

The Aetna Casualty & Surety Co.
Portland Service Dept.
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4868 for Honeyman State Park Overnight Camp Expansion in Lane County was completed by the contractor, Shannon Construction Co., on June 12, 1957 and was formally accepted by the Highway Commission on June 27, 1957.

Final payment in the amount of $650.33 will be released to the contractor on or after Sept. 3, 1957. The total amount of the contract is $14,352.38, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm
cc: Van Winkle-Herbster, Inc.
Madras
Oregon

NOTED ON CARD

RECEIVED
JUL 25 1957
FOR FILING

21-2134
4565

July 25, 1957

CERTIFIED MAIL

The Aetna Casualty & Surety Company
Portland Service Dept.
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Sharman Construction Co. a portion of the funds heretofore retained by the Commission on Contract No. 4868 for Honeyman State Park Overnight Camp Expansion in Lane County.

This payment, in the amount of $2,133.25, reduces the retained percentage to the lump sum of $500.00. The present payment will be released on or after August 5, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ea

cc: VanMinicle-Herbster, Inc.
Madras
Oregon

NOTED ON CARD

Form E-1—10M—6-56

OREGON STATE HIGHWAY DEPARTMENT

20-3734

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 15, 1957

Section Jessie M. Honeyman State Park

Highway Oregon Coast

Contractor Sharmon Const. Co.

Date of contract February 28, 1957

Date work started March 13, 1957

Project authorization . . . . . $ 17,268.75

Exclusive of Engineering . . . . $ 16,040.75

Kind of work Overnight Camping

Section prefix 20-3734

Contract number 4868

Date of completion 50 Workdays Begin March 15 1957

Estimated date of completion ....., 19.....

Per cent of time elapsed 96 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 16,040.75

Estimated per cent overrun or underrun . . . . . none %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 1,228.00

Engineering cost to date $ 1,600, 133 %

Date project was completed June 12, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Three men working Mon. thru Wed. shaping slopes & cleaning up surrounding area. The job has been accepted as completed.

L.R. Chandler Asst. Div. Engr. was in office on Tues.

RECEIVED

JUN 17 1957

NOTED

FORREST COOPER

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed John L. Hunter

Address Box 496 North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86633

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.3	.3			
Miles partially completed					
Miles completed	.3	.3			
Total estimated quantities (contract)	6,300 cy	830 cy			
Total quantities corrected to date	4,800	900			
Estimated quantities moved or placed to date	"	"			
Average daily quantities	250	250			
Average daily quantities necessary to complete project on time	0	0			
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		3			
Men		3			
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Showers		
Wednesday	Fair		
Thursday	Cloudy		
Friday	Rain		
Saturday			

RECEIVED
APR 17 1957
FOR FILING

20-3734

4868

April 17, 1957

Shannon Construction Co.
Rt. 1, Box 1847
Sweet Home, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4868, which was awarded to you on Feb. 28, 1957, by the State Highway Commission, for Overnight Camp Expansion of Jessie M. Honeyman State Park in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

esm

Encl.

Noted
esm

RECEIVED
MAR 22 1957
FOR FILING

FORM 130—SOM—8-56—50654
20-3734
4-61

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1957

SUBJECT: Contract # 4368
Jessie M. Honeyman State Park
Camp Expansion

To:

F. D. Morgan
John L. Gunter
Tom Edwards
C. H. Maison

Herewith is revised project authorization and record of Extra Work Orders on Contract No. 4368, Jessie M. Honeyman State Park, Overnight Camping Expansion, in Lane County.

State Forces oiling in the amount of $ 1,500.00 and the percentage for contingencies and engineering of $ 187.50 have been deleted from the authorization. The oiling will be done as a unit under the Division No. 3 Oiling Project, which will be a future contract.

S. H. Probert
Office Engineer

DHPser

RECEIVED
MAR 5 1957
FOR FILING

2-3754
187

March 4, 1957

Shannon Construction Co.
Route 1, Box 1847
Sweet Home, Oregon

Gentlemen:

The State Highway Commission on February 28, 1957, awarded to you State Highway Contract No. 4868 for construction of camping area and roadways, Honeyman Park Over Night Camp Expansion Project, about 4 miles south of Florence in Lane County.

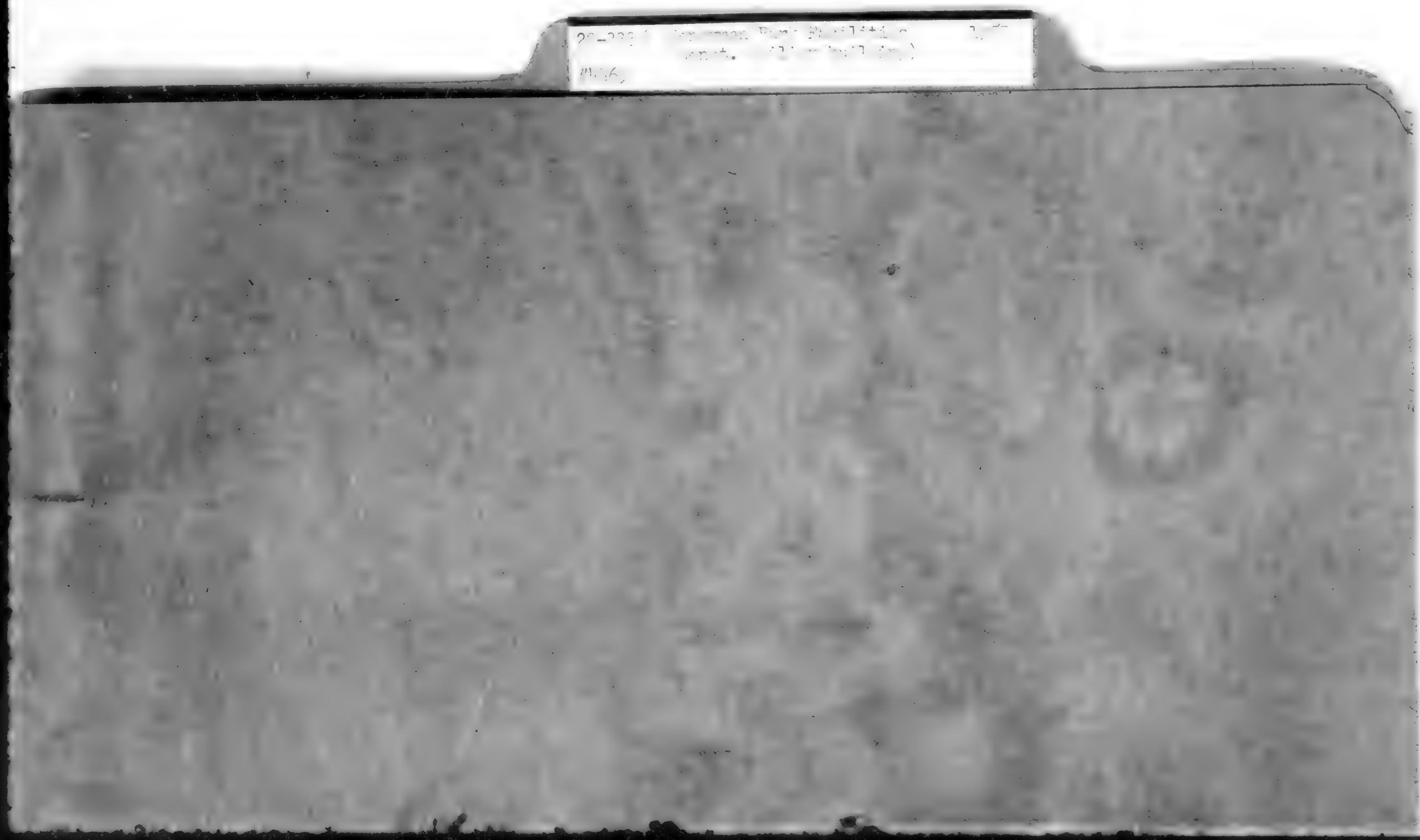
This award was based on your bid of $14,350.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

esm

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC



RECEIVED
SEP 12 1957
FOR FILING

file

OREGON STATE HIGHWAY DEPARTMENT

(date) September 4, 1957

20-3335

(CONTRACT NO.) 4867

(EST. NO.)	(CONTRACTOR)	
3 f	Baughman & Son	
(WARRANT NO.)	(AMOUNT)	(DATE)
H 190699	$4,904.15	September 4, 1957

4869 (VOUCHER NO.)

20086

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Don Weisenborn
ACCOUNTING DIVISION

Specified completion Date: 40 Workdays from 4-15-57

Time Extensions: 36 additional workdays

Completion Date: 7-2-57

Date Accepted: 8-8-57

Penalties: none

Claims: none

Remarks:

Date: 9-5-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP -5 1957

NOTED ON CARD

RECEIVED
AUG 21 1957
FOR FILING

August 20, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Avenue
Portland 4, Oregon

Attention: Mr. C. H. Burnett

Gentlemen:

State Highway Contract No. 4869 for work performed on the Honeyman State Park Facilities in Lane County was completed by the contractor, Baughman & Son, on July 2, 1957 and was formally accepted by the Highway Commission on Aug. 8, 1957.

Final payment in the amount of $4,904.15 will be released to the contractor on or after August 30, 1957. The total contract amount is $16,977.03, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD
cm

RECEIVED
AUG 12 1957
FOR FILING

August 12, 1957

Baughman & Son
2006 Ocean Blvd.
Coos Bay, Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 8 had under discussion your request for 16 additional workdays within which to complete your contract No. 4169, for Honeyman State Park Facilities in Lane County.

We are pleased to inform you that the Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: P. M. Stephenson
F. D. Morgan
E. H. Ash

RECEIVED
JUL 26 1957
FOR FILING

July 25, 1957

Request for extension of time
file
August 8 and 9 meeting

Oregon State Highway Commission

Gentlemen:

re: Humbug State Park Correct. Camp
Facilities
Contract No. 4869

Langton & Lang, contractors on the Humbug State Park Correct. Camp Facilities, have requested an additional 30 working days in which to complete the contract.

As was mentioned at the contract was originally given to the contractor at the beginning of the twelve (12) working days. Additional work has been done on the contract during the extension time and will have to be done before the project is complete. This additional work will require an additional thirty working days.

It is recommended that the extension be granted for the additional working days as this is not a new project and does not require the consent of the Board of Public Works.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW/mm

Attached

RECEIVED
APR 2 - 1957
FOR FILING

20-3225
4869

April 2, 1957

Baughman & Son, Contractor
2006 Ocean Blvd.
Coos Bay, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4869, which was awarded to you on February 28, 1957, by the State Highway Commission, covering highway park development in Honeyman State Park.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

cmm

Encl.

RECEIVED
MAR 5 1957
FOR FILING

20-3385
4869

March 4, 1957

Baughman & Sons
2006 Ocean Boulevard
Coos Bay, Oregon

Gentlemen:

The State Highway Commission on February 28, 1957, awarded to you State Highway Contract No. 4869 for Honeyman Park Facilities, about 4 miles south of Florence, in Lane County.

This award was based on your bid of $16,428.21, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ram

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson
C. H. Armstrong

01-101 Wendell-Phillips Memorial [illegible]
Prof.

RECEIVED
JUL 19 1957
FOR FILING

W. C. Williams

RECEIVED
JUL 19 1957
W. C. WILLIAMS

July 16th, 1957

Newport-Toledo Section
Contract #4870

FINAL COST ANALYSIS
Guard Rail
George Berry-Contractor
Richard Lytle, Resident Engineer

Corvallis-Newport Highway
Prefix 21-1044

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Metal Guard Rail, New Design	8,929	Lin. Ft.	$2.34	$2.29	$20,443.54	$20,893.86
PA #1, Purchase Excess Steel Guard Rail	200	"	"	1.27	1.27	254.00	254.00
Force Account (Flagging)						184.00	184.10
						$20,881.54	$21,331.96

Gross Revenue	$21,331.96
Total Cost	20,881.54
Net Profit	$ 450.42

Net Profit Equals 2.1% of Gross Revenue

Detail of Cost

Labor:		
Labor	$ 1,927.68	
Labor Insurance	144.58	
Health and Welfare	89.40	
		$ 2,161.66
Materials:		
Metal Guard Rail	$11,593.83	
Guard Rail Posts	4,083.20	
		15,677.03
Equipment Rentals and Misc. Supplies:		
Equipment Rentals	$ 450.00	
Gas, Oil and Grease	305.77	
Bond	127.99	
P.L. and P.D. Insurance	24.09	
Paid Tri-State for Painting Guard Rail	1,485.00	
Home Office and Overhead	650.00	
		3,042.85
T o t a l C o s t		$20,881.54

Newport-Toledo

Contract #4870

Remarks:

This was a "State Project" calling for the construction of 8,929 lineal feet of metal guard rail on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County.

The contract was bid February 28th, 1957 and awarded March 4th, 1957. Work started March 13th and the project completed May 6th, 1957.

The contractor moved in one truck with an auger attachment and a crew of 9 men March 13th and dug and set 370 posts in 5 hours. The posts were dug and set and the fence placed by March 28th, 1957. Very good progress was made on the guard rail. The painting was done by the Tri-State Painting Co.

The contractor had low bid prices, but good equipment, supervision and satisfactory progress resulted in a small profit.

M. N. Juve
Chief Cost Analyst

By . . George Kayser

Jones

RECEIVED
JUN 17 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) June 12, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
21-1047	2-Final	George E. Berry	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4870	H-183108	$ 3,570.84	6/12/57
12715			

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 90 workdays from 4-1-57

Time Extensions: None

Completion Date: May 6, 1957

Date Accepted: May 16, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: June 13, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

~~H B Glaisyer~~
cost H. B. Glaisyer
Secretary
Floyd Quesy

Warrant Mailed: JUN 14 1957
Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 29 1957
FOR FILING

4470

May 28, 1957

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4870 for work performed on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County was completed by the contractor, George E. Berry, on May 6, 1957 and was formally accepted by the Highway Commission on May 16, 1957.

Final payment in the amount of $3,570.84 will be released to the contractor on or after June 7, 1957. The total contract amount is $21,331.96, of which amount $184.10 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

em

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 11 May, 19 57

Section Newport-Toledo

Highway Corvallis-Newport County Lincoln

Contractor George E. Berry

Date of contract 28 February, 19 57

Date work started 13 March, 19 57

Project authorization . . . . . $ 23,692.50

Exclusive of engineering . . . . $ 22,007.70

Kind of work Guard Rail

Section prefix 21-1044

Contract number 4870

Specified work days 90

Work days used 9

Per cent of time elapsed 10 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 22,007.70

Estimated per cent overrun or underrun . . . . . 0 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 1,684.80

Engineering cost to date $ 1,590.85, 94.42 %

Date project was completed 6 May, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

LAST REPORT FOR THIS PROJECT.

HIGHWAY DIVISION
RECEIVED

NOTED EYB

Noted
M. N. Juva

Signed Richard L Lytle

Address PO Box 37, Newport, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	Guard Rail	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
~~Feet~~ [illegible] in project	9,000				
~~Feet~~ [illegible] partially completed					
~~Feet~~ [illegible] completed	8,926				
Total estimated quantities (contract)	9,000				
Total quantities corrected to date	8,926				
Estimated quantities moved or placed to date	8,926				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Overcast		
Tuesday	Showers		
Wednesday	Showers		
Thursday	Fair		
Friday	Overcast		
Saturday			

RECEIVED
APR 3 - 1957
FOR FILING

21-1044

4870

April 2, 1957

Mr. George E. Berry
2640 S. W. Cedar Hills Blvd.
Beaverton, Oregon

Dear Sir:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4870, for constructing guard rail on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County.

Contract No. 4891, for constructing Deep Creek Bridge at Adel on the Warner Valley County Road in Lake County.

We are also sending copies of these contracts to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAR 5 1957
FOR FILING
21-1044
4778

March 4, 1957

Mr. George E. Berry
2640 S. W. Cedar Hills Boulevard
Beaverton, Oregon

Dear Mr. Berry:

The State Highway Commission on February 28, 1957, awarded to you State Highway Contract No. 4876 for installation of a metal guardrail on the Newport-Toledo Guardrail Project in Lincoln County.

This award was based on your bid of $21,060.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
R. G. Savage, SIAC
S. H. Probert

RECEIVED
JUL 18 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) July 17, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)		
32-1605				
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)	
4871	2-Final	Electric Corporation		
15491	H-186288	$ 961.00	7/17/57	

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 60 workdays from 3-13-57

Time Extensions: None

Completion Date: June 21, 1957

Date Accepted: June 27, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: July 17, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Query
Floyd Query, Assistant Secretary

Warrant Mailed: JUL 17 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUL 5 1957
FOR FILING
22-16

July 3, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn: Mr. G. H. Burnett

Gentlemen:

State Highway Contract No. 4871 for work performed on the Main St. at Milton St., Lebanon, Section in Linn County was completed by the contractor, Electric Corporation, on June 21, 1957 and was formally accepted by the Highway Commission on June 27, 1957.

Final payment in the amount of $961.00 will be released to the contractor on or after July 13, 1957. The total contract amount is $6,200.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

RECEIVED
APR 2 - 1957
FOR FILING
1665
48 11

April 2, 1957

Electric Corporation
1270 Wilbur Street
Salem, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4871, which was awarded to you on February 28, 1957, by the State Highway Commission, for traffic signal installation, Main Street at Milton Street in Lebanon, on the Santiam Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

cm

Encl.

RECEIVED
MAR 13 1957
FOR FILING

22-165

4871

MISC. CONTRACTS and AGREEMENTS No. 1827

Salem, Oregon
March 6, 1957

149-P

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

State-City Agreement
Proposed Traffic Signal Installation
Main Street (US20) at Milton Street
Lebanon

Attached hereto is a conformed copy of an agreement with the City of Lebanon covering the proposed traffic signal installation at the intersection of Main Street and Milton Street in the City of Lebanon.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Lebanon, Oregon.

Secretary

rn
Attach: 1

FORM 830—SOH—11-55—30,124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1957

SUBJECT: Assignment #149

To: Mr. G. S. Paxson
O F F I C E

AUTHORIZED BY HIGHWAY COMMISSION
DATE Dec. 17, 1956 minute page 25.
R. H. Searcy
Secretary

The minute entry shows an estimated cost of $6000. The agreement is for $7500.

Attached are three copies of an agreement covering the proposed traffic signal installation at the intersection of Main and Milton Streets in Lebanon.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This project was approved by the Highway Commission on December 17, 1956.

This completes Assignment #149.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

cc: J. Al Head

APPROVED
AS STATE HIGHWAY ENGINEER
Date Feb 25, 1957

RECEIVED
FEB 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

2 copies

ASSIGNMENT

Date: 2/4/57 No. 149 By GSP

Description: State-City agreement proposed traffic signal installation, Main Street (US20) at Milton St. in Lebanon.

Acknowledged by____ Referred to SWENSON

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks:

Please get signatures of City officials.

Executed 2/25/57 Report Received_____

HIGHWAY DEPARTMENT

TMENT CORRESPONDENCE

lem, Oregon
uary 1, 1957

SUBJECT: State-City Agreement
Proposed Traffic Signal Installation
Main Street (US20) at Milton Street
Lebanon

of a state-city agreement covering the
at the intersection of Main and Milton
We have now inserted copies of the plans
cked. They may be handed to Mr. Swenson

F. B. Crandall
Traffic Engineer

VJ:bc

Attachments

RECEIVED
FEB 4 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 830—50M—9-56—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1957

SUBJECT: State-City Agreement
Proposed Traffic Signal Installation
Main Street (US20) at Milton Street
Lebanon

To: G. S. Paxson
Assistant State Highway Engineer
Office

There are attached eight copies of a state-city agreement covering the installation of traffic signals at the intersection of Main and Milton Streets in the city of Lebanon. We have now inserted copies of the plans and the agreements have been checked. They may be handed to Mr. Swenson for submission to the city.

F. B. Crandall
Traffic Engineer

VJ:bc

Attachments

RECEIVED
FEB 4 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—12½M—6-55—65200

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

REFERRED TO Johnson BY ASST. TRAFFIC ENGR. 1/17 for Plans then to Parsons

Salem, Oregon
January 15, 1957

To: Mr. J. Al. Head
Assistant Traffic Engineer
O f f i c e

SUBJECT: State-City Agreement proposed traffic Signal installation Main Street (US 20) at Milton Street, Lebanon

L

Enclosed herewith are eight (8) copies of an agreement concerning the above named subject.

We do not have copies of the plans to be attached as Exhibit "A". Will you please see that a copy of the plans is sent to us for our files.

R. A. Holland

ROBERT A. HOLLAND
Assistant Attorney

RAH:bk
Attach.

RECEIVED
JAN 17 1957
TRAFFIC ENGINEER

RECEIVED
MAR 7 1957
FOR FILING
23:1605
4:71

March 6, 1957

Mr. Van R. Thome, City Recorder
City Hall
Lebanon, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Lebanon covering the proposed traffic signal installation at the intersection of Main and Milton Streets in Lebanon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 1

RECEIVED
MAR 5 1957
FOR FILING

22-1605
4871

A

March 4, 1957

Electric Corporation
1270 Wilbur Street
Salem, Oregon

Gentlemen:

The State Highway Commission on February 28, 1957, awarded to you State Highway Contract No. 4871 for traffic signal installation at the intersection of Main Street and Milton Street in the City of Lebanon in Linn County.

This award was based on your bid of $6,200.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
FEB 26 1957
FOR FILING

FORM E-30X—67,500—2-55—62887

22-1605

4871

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1957

SUBJECT: Advance Deposit
Lebanon Traffic Signal

To: Mr. C. H. Maison
O F F I C E

Attached is Warrant No. 8732 in the amount of $3,750 from Lebanon. This amount represents the city's advance deposit covering city's share in the estimated total cost of the installation of the traffic signal at the intersection of Main and Milton Streets.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

cc: G. S. Paxson
J. Al Head

NOTED
G. S. PAXSON

RECEIVED
FEB 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 25 1957
FOR FILING

City of Lebanon

MAYOR:
RALPH SCROGGIN

COUNCILMEN:
KENNETH FULLER
RICHARD E. DAVIS
R. E. HEIMERDINGER
R. D. WADDELL
MAL C. BEARD
JOE McPHERSON 70

RECORDER-TREASURER:
VAN R. THOME

CITY ATTORNEY:
WENDELL GRONSO

CITY HALL — LEBANON, OREGON

OFFICE OF THE RECORDER

January 22, 1957

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

In reply to your letter of Dec. 20, 1956 concerning the installation of traffic control lights at the Milton - E - Main Street intersection in the City of Lebanon.

Your letter advised the cost of the installation to be estimated at $6,000.00. This figure was subsequently revised to $7,500.00 by telephone call from Assistant Traffic Engineer Val Johnson on Jan. 15, 1957.

The City Council is agreeable to payment of one-half the cost of installation as outlined in your letter of Dec. 20, 1956, and will furnish electrical energy to operate the signal as well as providing for the cost of maintenance at City expense after installation is completed. It is our understanding that the revised cost to the City for purchase and installation will amount to $3,750.00.

Yours truly,

Van R Thome

City Recorder

Photo copies sent on 1-25-57 to
W. C. Williams
F. B. Crandall

NOTED
H. B. GLAISYER

RECEIVED
JAN 23 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 11 1957
HIGHWAYS

FORM E-30X—60,000—10-54—78484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1957

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installation
Main Street (US20) at Milton Street
Lebanon

To: Robert L. May
Acting Chief Counsel
Office

The State Highway Commission, at its meeting on December 17-18, 1956, approved the installation of a traffic signal at the intersection of Main and Milton Streets in the City of Lebanon. Will you please prepare the necessary state-city agreement.

It is believed that the following points should be covered in the agreement:

1. The highway involved is the Santiam Highway No. 16, US20.

2. The intersection involved is that of Main Street (Santiam Highway) with Milton Street.

3. It is planned to install a fully-actuated traffic signal at this location. Plans for the installation are being prepared and will be submitted in time for inclusion in the agreement.

4. The installation is estimated to cost $6,000.

5. The state shall make the installation, either with its own forces or by contract and, in the first instance, pay all costs thereof. The final cost shall be shared equally by the city and the state.

6. The city shall maintain the signal and shall pay for all electrical energy consumed. The timing of the signal shall be under the control of the state and shall not be changed by the city.

7. The city, when returning the signed agreement, shall submit its check for one-half the estimated cost of the installation.

NOTED
G. S. PAXSON

8. The city shall enact an ordinance or resolution prohibiting parking on the south side of West "E" Street from the westerly property line of Main Street to a point 160 feet west thereof and on the north side of Milton Street from the east property line of Main Street to a point 160 feet east thereof. The city shall submit a copy of such ordinance or resolution when returning the agreements.

9. It is agreed between the two parties concerned that at such time as material installed under this agreement is in need of replacement, the cost of such shall be shared on the same basis as the original installation.

If, after preparation, you will submit the agreements to this office through Mr. Paxson's office, we will check them and care for further processing.

J. M. Head
Assistant Traffic Engineer

VJ:bc

cc: O. S. Paxson
Clarence Swenson

RECEIVED
JAN 7 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 8 - 1957
FOR FILING

December 20, 1956

Mr. Van R. Thoms
City Recorder
City of Lebanon
Lebanon, Oregon

Dear Mr. Thoms:

Reference is made to your letter of October 4, 1956, directed to Mr. W. C. Williams, State Highway Engineer, in which you point out the need for the installation of signals at the intersection of Milton Street and South Main Street, route of the Santiam Highway in your city.

An engineering investigation has been made of the conditions prevailing at this point and the findings were reported to the State Highway Commission at its meeting of December 17, 1956. The Engineer recommended at that time that a fully-actuated traffic signal be installed at this intersection at an estimated cost of $6,000, on the condition that the cost will be paid equally by the City and the State and that the City will furnish electrical energy to operate the signal, and will operate the signal at City expense after it is installed.

You will be pleased to know that the Highway Commission adopted the recommendation.

Will you kindly bring this matter to the attention of the City Council and advise whether or not the Council agrees to the installation on the basis outlined.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEC:lm

cc: Mr. Crandall

RECEIVED
DEC 21 1956
TOWN FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. Mc IVER, MEMBER
Portland
H. B. GLAISYER
Secretary

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 20, 1956

IN REPLY PLEASE REFER TO

Mr. Van H. Thome
City Recorder
City Hall
Lebanon, Oregon

Dear Mr. Thome:

On December 11 a representative of the Traffic Engineering Division met with representatives of the City of Lebanon and the Lebanon Chamber of Commerce for the purpose of discussing the operation of the crosswalks across Main Street at its intersection with Grant Street. The purpose of this letter is to summarize the results of the discussion.

It is understood that of primary interest is the fact that it is felt that those business establishments on the west side of Main Street south of the west extenion of Grant Street are somewhat isolated by reason of closure of the south crosswalk (crosswalk "A" on the attached sketch) and as a result are suffering a loss in business volume. It is desired on the part of local interests to open this crosswalk, and during the meeting several alternates were discussed.

It is believed that opening of the crosswalk with the existing signal operation and retention of the central crosswalk (crosswalk "B") would not be desirable. The majority of those vehicles entering the intersection from the east proceed south on Main Street. After crossing through the pedestrians in crosswalk "B", crosswalk "A" is a surprise element and a great potential hazard. The State Highway Department would interpose no objection to opening crosswalk "A" provided crosswalk "B" is closed, but it must be realized that certain added hazards would exist by reason of the added acceleration distance between the crosswalk and the stop line on Grant Street.

There was also some discussion of the possibility of instituting a "scramble system" or separate pedestrian interval. As was pointed out at the meeting, such operation would require a pedestrian period of at least 20 seconds during which no vehicle could move. This would mean that all vehicular traffic would be stopped one-third of the time. Such operation could result only in confusion.

Some thought was also given to the possibility of painting diagonal crosswalks in an attempt to convert this offset intersection to a normal intersection insofar as pedestrian movements are concerned. This

would result in shorter "Walk" periods by reason of the added clearance time required by the longer crosswalks and would increase hazards by reason of pedestrians in the south crosswalk walking with their backs to conflicting traffic.

It is understood that the most desirable solution to the existing problem would be one which would allow the use of all three crosswalks. Such solution is available through split-phase operation of the signals. The sequence of operation is as follows:

Phase	Vehicle Movement	Pedestrian Movement
A	From North	X-walks D & E
B	From East	X-walks B & C
C	From North	X-walks D & E
D	From West	X-walks A, B & C
Repeat		

You will note that under this system, crosswalk "A" operates only half as often as crosswalks "B" and "C". This type of operation would also be acceptable to the State Highway Department, but it is pointed out that Grant Street traffic will experience considerable delay.

Closure of crosswalk "B" and the opening of crosswalk "A" is estimated to cost $300 for the necessary additional wiring and moving of the signal heads. The split-phase operation would require new signal heads, additional wiring and controller changes and is estimated to cost $700. The implementation of either plan would be on our usual basis cost-wise, namely, equal sharing between State and City.

Will you please advise me of the desires of the City officials in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer
Original signed
By G. S Paxson

G. S. Paxson
Assistant State Highway Engineer

Attach.

cc Mr. W. C. Williams
Mr. F. B. Crandall

RECEIVED
NOV 20 1956
FOR FILING

November 19, 1956

Oregon State Highway Commission

Gentlemen:

We have received correspondence from the City of Lebanon requesting the installation of traffic signals at the intersection of Main Street (U20) and Hilton Street. This is the primary intersection in that section of Lebanon south of the Southern Pacific railroad tracks. This is the intersection of U20 and the leg truck route through the city and is also a school crossing. Investigation discloses that the minimum warrants for signalization are met, particularly in the instance of the interruption of continuous traffic warrant. There were 24 reported accidents at the intersection during the period from January 1, 1951 to July 31, 1956, with two persons injured and no fatalities. Approximately one-third of the accidents were of a type that might have been prevented by traffic signals.

It is recommended that a fully-actuated traffic signal be installed at this intersection at an estimated cost of $6,000. The cost is to be borne equally between the City and the State. The City will furnish electrical energy and maintain the signal after installation. Sufficient funds have been provided in the 1957 Minor Betterment Budget for Traffic Signal Projects to be selected to cover the cost of the installation.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. F. B. Crandall

VJ:bc fn

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
November, 1956

INVESTIGATION OF WARRANT FOR TRAFFIC SIGNALS
Main Street (US20) at Milton Street
Lebanon

Recommendation:

It is recommended that a fully actuated traffic signal be installed at the intersection of Main Street (US20) and Milton Street in the City of Lebanon. The installation is estimated to cost $6,000.

Historical Background:

In July, 1955, an overhead, illuminated "CROSSWALK" sign was installed at this intersection with the Oregon State Highway Department furnishing the sign and the City of Lebanon caring for the installation of the sign and for future power consumption and maintenance. This investigation and report is in response to a request from the City of Lebanon.

Investigation:

The point investigated is a four-way intersection in the southerly portion of the City of Lebanon. Main Street provides for four lanes of traffic with parallel parking on either side. Milton Street carries two lanes of traffic. At this intersection, log trucks leave Main Street and proceed northerly on Milton Street on their way to Albany. There is a grocery store in the northeast, an ice cream store in the southeast and a root beer stand in the southwest quadrant of the intersection. This intersection is also a school crossing. The indicated speed on Main Street at this point is 25 MPH.

A 16-hour vehicle and pedestrian count was taken at this intersection on Wednesday, October 24, 1956. The computed 24-hour volume entering the intersection was 12,399 vehicles with 1,915, or 15 percent of the total, entering the intersection from Milton Street. During the 16-hour period of count, 306 pedestrians crossed Main Street.

During the period from January 1, 1951 to July 31, 1956, there were 24 reported accidents at the intersection. Two persons were injured and there were no fatalities. Seven of the accidents were of a type that might have been prevented by traffic signals. The majority of the accidents involved vehicles entering from the north, or the conflict between those vehicles southbound on US20 and those making the left turn from south to west.

In the following table, conditions at this intersection are compared with the standard warrants for signalization of urban intersections:

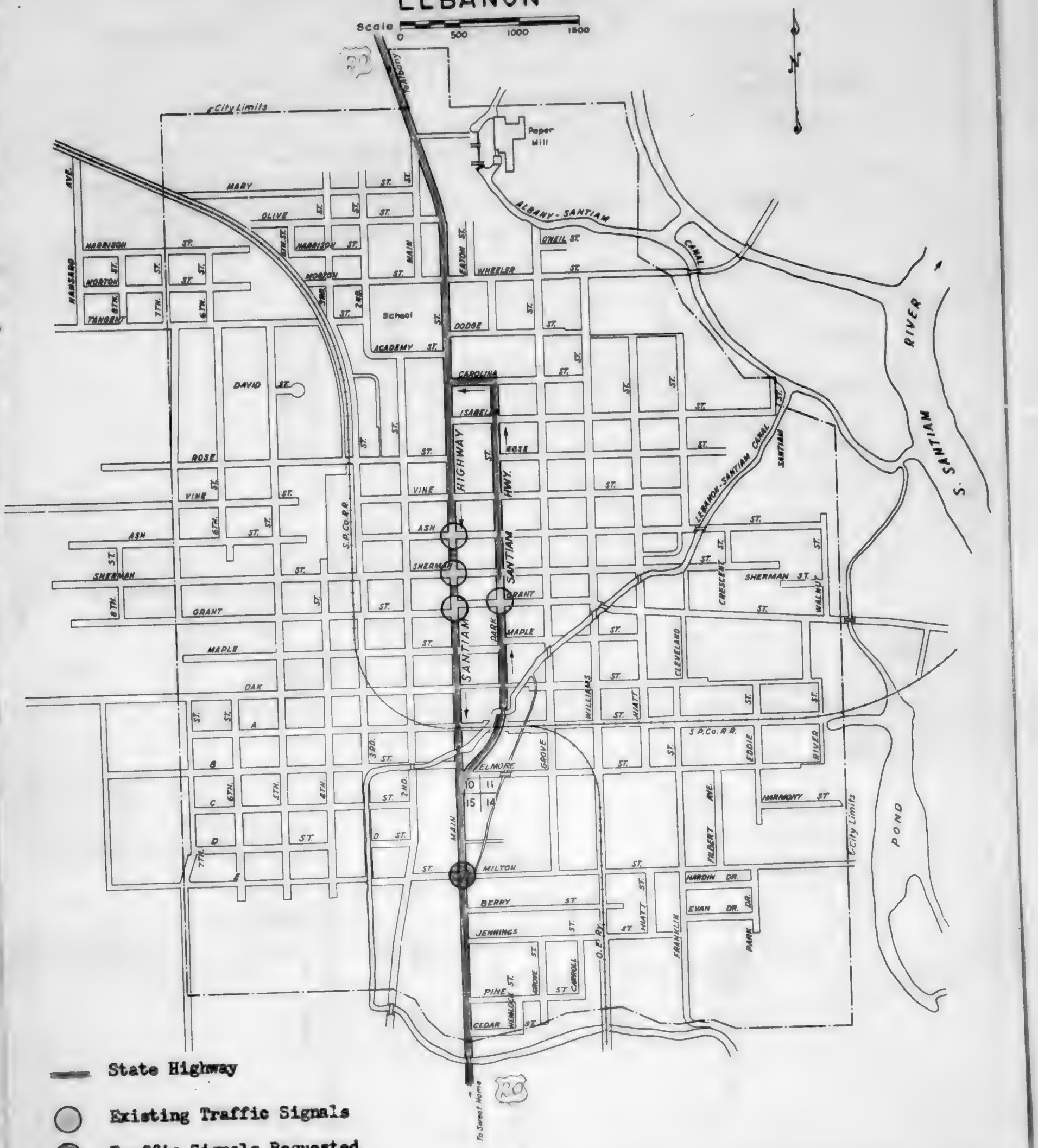
Item	Main & Milton	Minimum Warrant
Total Volume Warrant:		
Ave. Hourly Total Volume (Max. 8 Hrs.)	881	750
Ave. Hourly Cross-Street Volume (Max. 8 Hrs.)	126	175
Pedestrian Warrant:		
Ave. Hourly Ped. Volume Across Main Street (Max. 8 Hrs.)	10	250
Ave. Hourly Veh. Volume on Main Street (Max. 8 Hrs.)	735	600
Interruption of Continuous Traffic Warrant:		
Ave. Hourly Veh. Volume on Main Street (Max. 8 Hrs.)	755	750
Ave. Hourly Combined Volume Across Main Street (Max. 8 Hrs.)	135	75
Accident Warrant:		
Preventable Accidents (Last 12 Months)	0	5

From the table it is seen that the total volume warrant is exceeded in the instance of the total volume entering the intersection and approached by the cross street volume. The interruption of continuous traffic warrant is more than met on the basis of the October count. Because of the relatively light side street volume, it is recommended that a fully actuated traffic signal be installed at this intersection. The estimated cost of the installation is $6,000.

VJ:bc

LEBANON

Scale 0 500 1000 1500

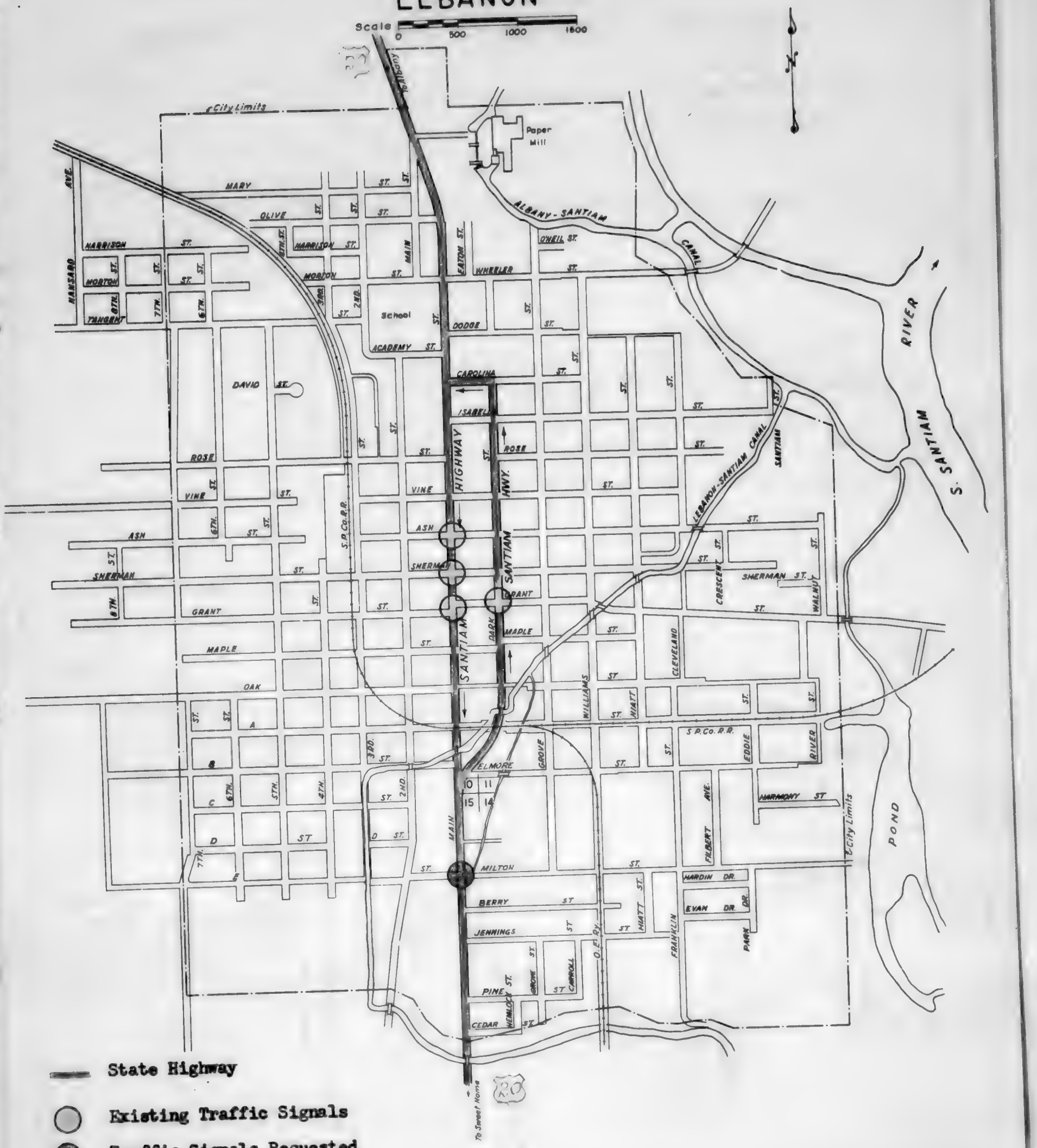


State Highway

Existing Traffic Signals

Traffic Signals Requested

LEBANON



State Highway

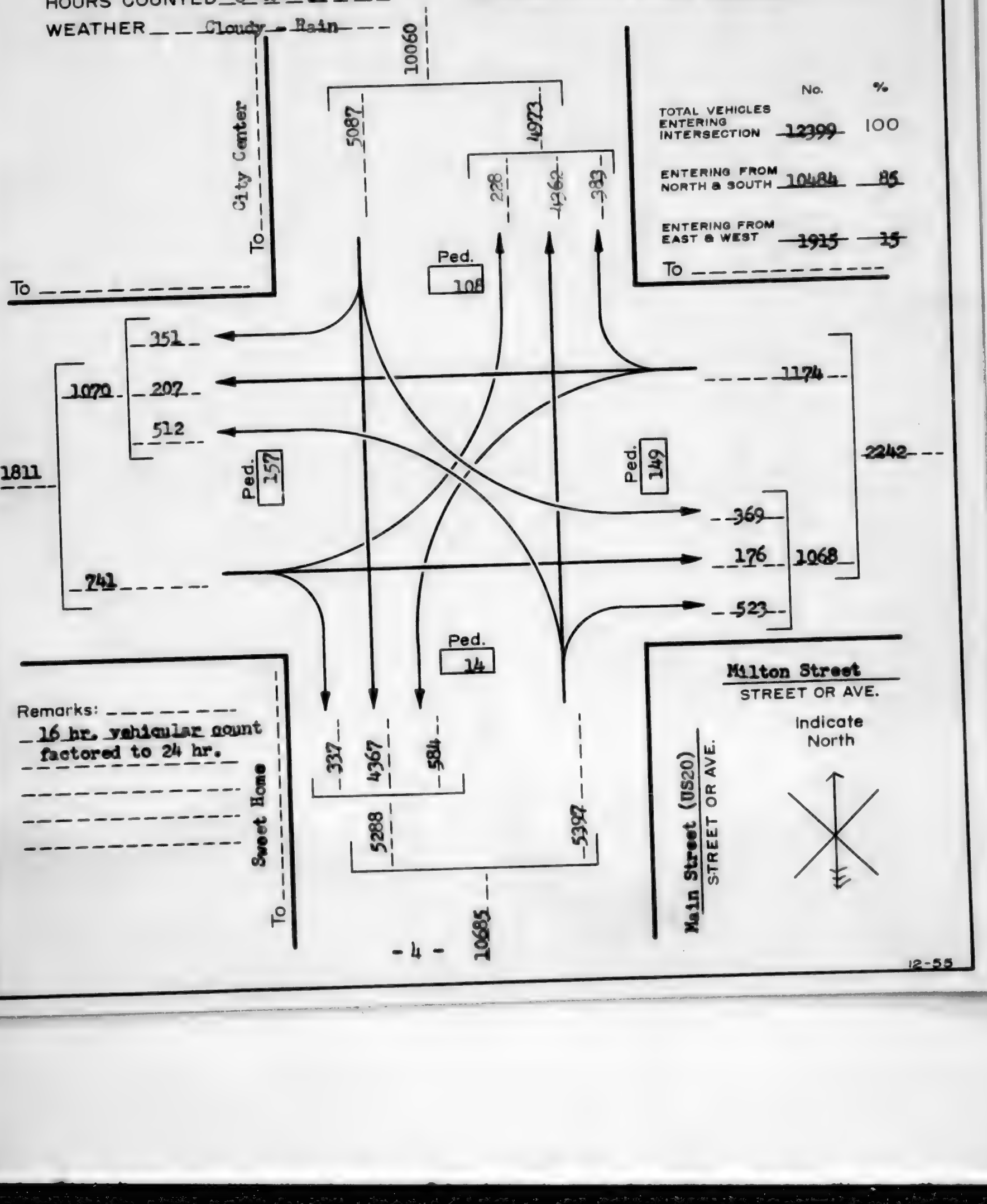
Existing Traffic Signals

Traffic Signals Requested

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE October 24, 1956
DAY OF WEEK Wednesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER Cloudy - Rain

CITY OF Lebanon
INTERSECTION OF Main Street (US20)
AND ~~Milton Street~~
STATION NO.
CODE NO.
CLASSIFICATION ~~All~~ Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	~~12399~~	100
ENTERING FROM NORTH & SOUTH	10484	~~85~~
ENTERING FROM EAST & WEST	~~1915~~	~~15~~

To

Remarks:
16 hr. vehicular count factored to 24 hr.

12-55

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date: October 24, 1956
Day of week: Wednesday
Hours counted: 6 AM – 10 PM
Weather: Cloudy - Rain
Classification: All Vehicles
City of: Lebanon
Intersection: Main and Milton Streets
Station number:
Code number:

TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALK			
	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	North	East	West	
6:00– 7:00	2	3	4	4	100	51	1	4	16	9	6	6	206	172	83	34	17	164	35	25	188		1		
7:00– 8:00	12	22	16	10	191	241	11	5	43	21	27	21	620	502	81	118	19	492	114	90	544	5	7	2	
8:00– 9:00	17	22	11	15	172	289	15	7	37	35	14	41	675	565	84	110	16	526	133	103	588	11	15	16	
9:00–10:00	9	15	12	11	207	260	5	9	38	34	16	29	645	551	85	94	15	514	110	82	584	5	4	3	
10:00–11:00	15	18	31	12	239	264	7	15	32	34	12	23	702	606	86	96	14	579	121	100	644	5	5	6	
11:00–12:00	27	25	16	11	249	250	19	8	49	49	19	26	748	617	82	131	18	578	177	99	642	11	7	13	
12:00– 1:00	25	36	33	13	307	354	9	8	34	33	28	26	906	778	86	128	14	768	145	117	782	12	18	15	
1:00– 2:00	32	29	13	9	281	290	10	34	41	45	14	44	842	705	84	137	16	654	191	124	715	8	7	10	
2:00– 3:00	25	22	25	16	317	289	13	6	33	34	33	34	847	724	85	123	15	694	133	127	710	2	1	8	
3:00– 4:00	16	20	23	7	377	279	13	9	33	32	27	37	873	764	88	109	12	722	123	116	785	12	22	31	
4:00– 5:00	32	31	48	19	412	388	18	12	52	37	19	51	1119	968	87	151	13	930	182	167	959	9	18	16	
5:00– 6:00	53	25	31	20	419	294	13	11	36	45	28	39	1014	881	87	133	13	842	183	142	861	8	16	8	
6:00– 7:00	20	22	21	17	216	218	12	6	30	23	14	32	631	530	84	101	16	514	113	102	533	5	3	7	
7:00– 8:00	20	33	14	14	208	269	14	11	19	20	20	32	674	563	84	111	16	558	117	105	568	2	8	6	
8:00– 9:00	18	12	12	10	127	120	10	4	14	8	11	10	356	295	83	61	17	299	66	57	290	6	13	5	
9:00–10:00	12	13	9	19	148	109	18	11	24	16	18	14	411	308	75	103	25	310	94	89	329	7	4	11	
10:00–11:00																									
11:00–12:00																									
12:00– 1:00																									
1:00– 2:00																									
2:00– 3:00																									
3:00– 4:00																									
4:00– 5:00																									
5:00– 6:00																									
Hour total	369	383	351	228	4367	4362	207	176	584	523	337	512	12399	10484	85	1915	15	10060	2242	1811	10685				
12 hour total	335	348	319	207	3970	3965	188	160	531	475	306	465	11269	9529	85	1740	15	9144	2037	1645	9712	108	149	157	
16 hour total																									
Control																									
Major																									

Main Street St. is North and South

Milton Street St. is East and West

Tabulated by

Computed by

Checked by

Checked by

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

October 24, 1956

ek Wednesday

unted 6 AM – 10 PM

Cloudy - Rain

Classification All Vehicles

City of Lebanon

Intersection Main and Milton Streets

Station number

Code number

SUMMARY BY MOVEMENTS																SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
st to rth	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
2	4	4	100	51	1	4	16	9	6	6	206	172	83	34	17	164	35	25	188		1		2
3	16	10	191	241	11	5	43	21	27	21	620	502	81	118	19	492	114	90	504	5	7	2	1
2	11	15	172	289	15	7	37	35	14	41	635	565	84	110	16	526	133	103	588	11	15	16	1
5	12	11	207	260	5	9	38	34	16	29	615	551	85	94	15	514	110	82	584	5	4	3	1
5	16	11	249	250	19	8	49	49	19	23	702	606	86	96	14	579	121	100	604	5	5	6	4
6	33	13	307	354	9	8	34	33	28	26	906	617	82	131	18	578	177	99	642	11	7	13	
0	13	9	281	290	10	34	41	45	14	44	842	778	86	128	14	768	145	117	782	12	18	15	
2	25	16	317	289	13	6	33	34	33	34	850	705	84	137	16	654	191	124	715	8	7	10	
0	23	7	377	279	13	9	33	32	27	37	857	724	85	123	15	694	133	127	710	2	1	8	1
1	48	19	412	388	18	12	52	37	19	51	873	764	88	109	12	722	123	116	785	12	22	31	
5	31	20	419	294	13	11	36	45	28	39	1119	968	87	151	13	930	182	167	959	9	18	16	1
2	21	17	216	218	12	6	30	23	14	32	1014	881	87	133	13	842	183	142	861	8	16	8	2
3	14	14	208	269	14	11	19	20	20	32	631	530	84	101	16	514	113	102	523	5	3	7	1
2	12	10	127	120	10	4	14	8	11	10	674	563	84	111	16	558	117	105	568	2	8	6	
7	9	19	148	109	18	11	24	16	18	14	356	295	83	61	17	299	66	57	290	6	13	5	
											411	308	75	103	25	310	94	89	329	7	4	11	
3	351	228	4387	4362	207	176	584	523	337	512	12399	10484	85	1915	15	10060	2242	1811	10685				
8	319	207	3970	3965	188	160	531	475	306	465	11269	9529	85	1740	15	9144	2037	1645	9712	108	149	157	14

Main Street St. is North and South

St. is East and West

Milton Street

Tabulated by

Computed by

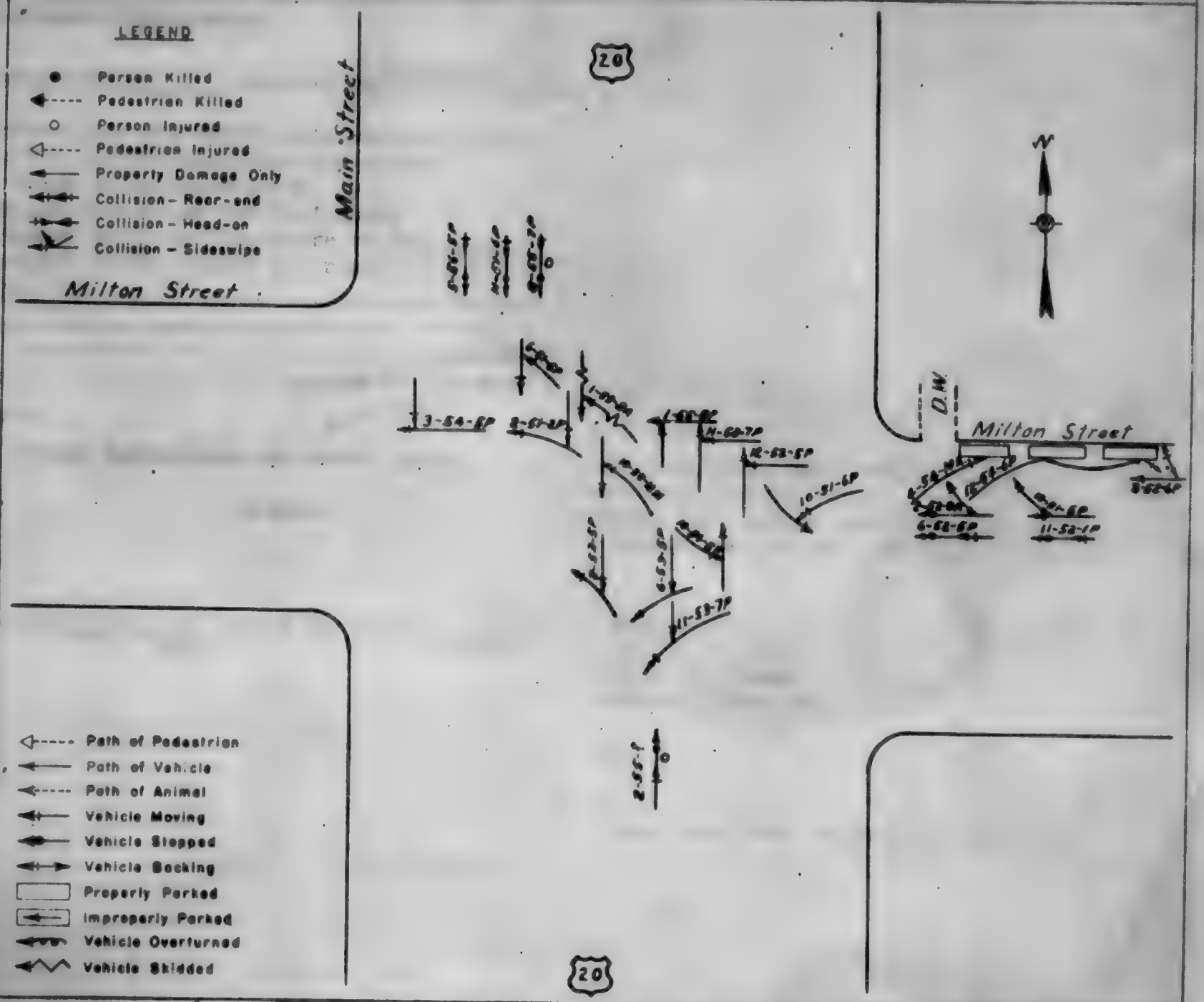
Checked by

Checked by

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Lebanon County Linn
Intersection of Main Street and Milton Street
Highway Number 16 U.S. 20
Period Covered 1-1-51 to 7-31-56
Compiled by L.D. Drawn by L.M.O. Date 10-19-56



Collision Type	1951 – 1952				1953 – 1954				1955				7 Mos. – 1956				Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle			2	2			1	1			1	1							4	4
Head-on																				
Rear-end			3	3						2		2			1	1		2	4	6
Sideswipe																				
Turning Movement			3	3			6	6			2	2							11	11
Parking			1	1															1	1
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing			2	2															2	2
Misc.																				
TOTAL			11	11			7	7		2	3	5			1	1		2	22	24

RECEIVED
OCT 9 1956
FOR FILING

October 8, 1956

Mr. Van R. Thome
City Recorder
Lebanon, Oregon

Dear Mr. Thome:

This will acknowledge receipt of your letter of October 4, regarding installation of traffic lights. An engineer from our Traffic Division will investigate this situation and will attempt to contact you at the time the investigation is made.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. F. B. Crandall
GSP:gm

City of Lebanon

MAYOR:
RALPH SCROGGIN

COUNCILMEN:
KENNETH FULLER
RICHARD E. DAVIS
R. E. HEIMERDINGER
R. D. WADDELL
MAL C. BEARD
JOE McPHERSON

RECORDER-TREASURER:
VAN R. THOME

CITY ATTORNEY:
WENDELL GRONSO

CITY HALL — LEBANON, OREGON

OFFICE OF THE RECORDER

REFERRED TO
Paxson
By State Highway Engineer

October 4, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Mr. Williams:

The Council of the City of Lebanon has authorized entering negotiations for installation of traffic control lights at the South Main-Milton-E Street intersection.

There is included in the 1956-57 budget sufficient funds to take care of the City's share of the cost of installation, and maintenance.

With the construction of the new Lebanon Union High School in the southwest part of the City as well as a number of new homes in that area and also the southeast part of the City there will be a continuing increase in traffic through this intersection, particularly after the new high school is in operation in the fall of 1957.

It is recommended by the City Council that installation of the traffic control lights should be completed as soon as possible and preferrably not later than the beginning of the next summer season.

Yours truly,

Van R Thome

City Recorder

RECEIVED
OCT 5 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 11 1958
FOR FILING
124-118
4872

December 9, 1958

District Engineer
U. S. Army Engineering District
Walla Walla, Wn.

Gentlemen:

This will acknowledge your telegram of December 8 regarding R. I. Randolph Construction Company.

Our records indicate that the R. I. Randolph Construction Company performed three contracts for this department - No. 4872, grading and paving in Marion County; No. 4850, camp facilities expansion in Lincoln County; and No. 4856, camp facilities expansion in Clatsop County. Our construction and bridge office engineers have informed us that these contracts were performed and completed in a satisfactory manner.

We have contacted the Accident Prevention Division of the State Industrial Accident Commission regarding the safety record of the contractor and they have reported to us that their record is very good.

We trust the above will give you the necessary information for your records.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

Cl[illegible] SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA193

PR WWA096 GOVT NL PD=WUX WALLA WALLA WASH 8= DEC 8 PM 7 18
STATE OF OREGON DEPT OF HIGHWAYS=
SALEM ORG=

FROM NPWSP-2 6790. R.I. RANDOLPH CONSTRUCTION COMPANY, SALEM , OREGON LOW BIDDER FOR $270,000, ACCESS ROAD, PARKING AREAS AND LIGHTING , MT. HOME AFB, IDAHO FOR THIS OFFICE. REQUEST STATEMENT BE GIVEN AS TO CONTRACT PERFORMANCE INCLUDING SAFETY RECORD FOR CONTRACTS BY THIS FIRM UNDER YOUR JURISDICTION=
SYMBOL DIST ENGR US ARMY ENGR DIST WALLA WALLA=
=NPWSP-2 6790 $270,000=..

#4856 #4850 Satisfactory #4872 Satisfactory

S. Acc. Prevention Mr. Avison → Very Good Record

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Aug. 12, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 13 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
AUG 14 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) August 7, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4872	5-Final	R. I. Randolph Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18039	H-187966	$ 817.60	8/7/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: 90 workdays from 4-1-57

Time Extensions: None

Completion Date: July 1, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 12, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 13 1957

NOTED ON CARD

RECEIVED
AUG 2 1957
FOR FILING

August 1, 1957

CERTIFIED MAIL

Massachusetts Bonding & Insurance Co.
415 Builders Exchange Bldg.
320 S. W. Stark St.
Portland 4, Oregon

Attention: Mr. Gordon T. Wood
Special Agent

Gentlemen:

State Highway Contract No. 4872 for grading and paving on the State Street-Mission Street Extension of the North Santiam Highway in Marion County was completed by the contractor, R. I. Randolph Construction Co., on July 1, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $817.60 will be released to the contractor after acceptance by the Commission. The total contract amount is $27,159.10, of which amount $97.33 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

RECEIVED
JUL 25 1957
FOR FILING

July 25, 1957

CERTIFIED MAIL

Massachusetts Bonding & Insurance Co.
415 Builders Exchange Bldg.
320 S. W. Stark St.
Portland 4, Oregon

Attention: Mr. Gordon T. Wood
Special Agent

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. I. Randolph Construction Company in connection with contract No. 4872, for grading and paving on the State Street-Mission Street Extension of the North Santiam Highway in Marion County. This payment, in the amount of $2,317.80, will be released to the contractor on or after August 5, 1957. The retained percentage is $814.69.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

124-1018

For Week Ending July 6, 19 57

Section STATE STREET - MISSION STREET EXTENSION Kind of work Grading & Paving

Highway North Santiam County Marion Section prefix 124-1018

Contractor R. I. Randolph Const. Co. Contract number 4872

Date of contract Feb. 28, 19 57 Specified work days 90 Beg. 4-1-57

Date work started March 28, 19 57 Work days used 44

Project authorization . . . . . $ 33,120.00
Exclusive of engineering . . . . $ 30,764.80

Per cent of time elapsed 48.9 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 27,768.04

Estimated per cent ~~overrun~~ underrun . . . . . - 9.7 %

Per cent of contract completed, based on total contract price . . . . . 100.0 %

Engineering authorization . . . . $ 2,355.20

Engineering cost to date $ 2,433.84, + 3.3 % Date project was completed JULY 1, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job complete - Semi-final estimate forwarded to Division Office, Wednesday July 3.

Final Report

RECEIVED
JUL - 8 1957
OFFICE OF
DIVISION ENGINEER

CONSTRUCTION DIVISION
RECEIVED
JUL 8 - 1957
NOTED CE ACE ACE COE

Noted
M. N. Juve

Signed L. L. MacIntyre

Address L. L. MacIntyre 207 Lab. Bldg.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

124-1018

For Week Ending July 6, 19 57

Section STATE STREET - MISSION STREET EXTENSION Kind of work Grading & Paving

Highway North Santiam County Marion Section prefix 124-1018

Contractor R. I. Randolph Const. Co. Contract number 4872

Date of contract Feb. 28, 19 57 Specified work days 90 Beg. 4-1-57

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Exclusive of engineering . . . . $ 30,764.80

Per cent of time elapsed 48.9 %

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Per cent of contract completed, based on total contract price . . . . . 100.0 %

Engineering authorization . . . . $ 2,355.20

Engineering cost to date $ 2,433.84, + 3.3 % Date project was completed July 1, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job complete - Semi-final estimate forwarded to Division Office, Wednesday July 3.

Final Report

RECEIVED
JUL - 8 1957
OFFICE OF
DIVISION ENGINEER
DIVISION 2

CONSTRUCTION DIVISION
RECEIVED
JUL 8 - 1957

Noted
M. N. Juve

NOTED -- CE ACE ACE COE

Signed

Address L. I. MacIntyre 207 Lab. Bldg.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 126

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.18	0.59			0.59
Miles partially completed	0				
Miles completed	0.18	0.59			0.59
Total estimated quantities (contract)	2,390	3,800			2,400
Total quantities corrected to date	3,612	3,258			2,386
Estimated quantities moved or placed to date	3,612	3,258			2,386
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Clear		
Friday	Clear		
Saturday			

RECEIVED
APR 2 - 1957
FOR FILING
12-4-1018
4872

April 2, 1957

R. I. Randolph Construction Co.
3815 Waltz Ave.
Salem, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4872, which was awarded to you on February 26, 1957, by the State Highway Commission, for grading and paving on the State Street-Mission Street Extension, North Santiam Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

enc

Encl.

RECEIVED
MAR 7 1957
FOR FILING

124-1018
4872

March 7, 1957

County Court of Marion County
Court House
Salem, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Marion County a fully executed copy of an agreement between the State Highway Commission and Marion County covering the State Street-Mission Street Extension section of the North Santiam Highway No. 162, Marion County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 1

RECEIVED
MAR 13 1957
FOR FILING

124-1018

4972

Salem, Oregon
March 7, 1957

MISC. CONTRACTS and
AGREEMENTS No. 1825

Agreement, Marion County
State Street-Mission Street Ext. section
North Santiam Highway No. 162

Mr. G. G. Swenson
City & County Relations Dept.
O f f i c e

Attached hereto is a conformed copy of an agreement with Marion County covering the State Street-Mission Street Extension section of the North Santiam Highway No. 162, Marion County.

One fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Marion County.

Secretary

rm
Attach: 1

FORM E20—50M—11-55—90234

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1957

SUBJECT: Agreement, Marion County
State Street-Mission Street Ext. Section
North Santiam Highway No. 162

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Feb 26, 1957

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-8-56 Minute Page 41
Secretary

(A)

RECEIVED
MAR 5 1957
FOR FILING

124-1018
4872

March 4, 1957

Mr. Robert I. Randolph
3815 Welty Avenue
Salem, Oregon

Dear Mr. Randolph:

The State Highway Commission on February 28, 1957, awarded to you State Highway Contract No. 4872 for grading and paving on the State Street-Mission Street Extension Section of the North Santiam Highway in Marion County.

This award was based on your bid of $28,540.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

FORM E-123 50M REVISED 2-56

RECEIVED
FEB 25 1957
FOR FILING
124-1018

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 21, 1957

Pacific Telephone and Telegraph Company
509 S. W. Oak Street
Portland, Oregon

Re: Pacific Telephone and Telegraph Company
Telephone Line Adjustment
State Street-Mission Street
Extension Section
North Santiam Highway
Marion County

Gentlemen:

Bids on the above titled project will be received on February 28, 1957 and it appears that some of your facilities must be adjusted in order to accommodate the highway construction. This adjustment involves the moving of two guy poles on the northerly side of the existing county road in the area where the new alignment connects with the county road at the westerly end of the project.

It appears that your existing facility is on county road right of way in accordance with agreement with the county so that it will be your obligation to make the necessary adjustments without reimbursement. It is requested that you proceed with the work as promptly as possible.

Further details may be secured from Mr. Arthur Duffy, Resident Engineer on the project, with headquarters in Salem.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RM
cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. J. D. Walker
Mr. Arthur Duffy

NOTED
FORREST COOPER

RECEIVED
FEB 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 8 1957
FOR FILING

124-1018

4872

Salem, Oregon
February 7, 1957

Cooperative Agreement
State Street-Mission Street Extension Sec.
North Santiam Highway
Marion County

Mr. Robert L. May, Jr.
O F F I C E

The State Highway Commission plans to call for bids on the subject named project at its meeting February 28-March 1. It is requested that an agreement with Marion County be prepared covering the following points:

RECITALS: Standard paragraphs

THINGS TO BE DONE BY STATE

1. State shall obtain all necessary right-of-way by purchase or otherwise, prepare the plans, let all contracts, and supervise construction of the project.

2. State shall construct the Mission connection from Highway Engineer's Survey Station 110+10.16 easterly to Highway Engineer's Survey Station 119+83, as shown colored in green and brown on sheet no. 3 of said Exhibit "A."

3. State shall maintain or continue to maintain those portions of the North Santiam Highway shown colored in green on sheets nos. 3 and 4 of said Exhibit "A."

4. State shall resurface and continue to maintain, as a part of the route of the North Santiam Highway, that portion of Airport Road shown colored in red on sheets nos. 3 and 4 of said Exhibit "A." (in accordance with the agreement dated June 23, 1954)

5. State shall reconstruct and thereafter maintain a connection of Airport Road to the North Santiam Highway as shown colored in blue on sheet no. 3 of said Exhibit "A."

THINGS TO BE DONE BY COUNTY

1. County, upon completion by State, consents to the provisions as described and set forth in paragraphs 2, 3, 4, and 5 under THINGS TO BE DONE BY STATE.

2. County consents to assume maintenance of and jurisdiction over that portion of the Mission Street extension shown colored

in brown on sheet no. 3 of said Exhibit "A."

3. County consents to continue maintenance of and jurisdiction over those portions of Airport Road and Turner Road as shown colored in orange on sheet no. 3 of said Exhibit "A."

Please prepare seven copies of the agreement in addition to any required by the Legal Division. A set of plans is attached for your information in preparing the agreement. Copies of Exhibit "A" will be furnished by the County and City Relations Division.

G. E. Paxson
Assistant State Highway Engineer

JDG:mm
Att.

cc: Tom Edwards
C. G. Swenson

FORM E30—80M—11-56—90284

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 7, 1957

SUBJECT: Cooperative Agreement
State Street-Mission Street Extension
North Santiam Highway
Marion County

To: Mr. Tom Edwards
O F F I C E

Attached is a suggested letter to the Legal Division requesting preparation of the subject named agreement. Will you check the agreement, and if found correct, forward it to Mr. Paxson for transmittal to the Legal Division.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

cc: G. S. Paxson

RECEIVED
NOTED--

NOTED
G. S. PAXSON

RECEIVED
JAN 18 1957
FOR FILING

124-1018

4872

January 18, 1957

Mr. Kent Mathewson
City Manager
City Hall
Salem, Oregon

Dear Mr. Mathewson:

This will acknowledge receipt of your letter of January 15 concerning the limited traffic survey on 17th Street. Our Traffic Engineering Division will contact Mr. Davis in the very near future.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Pearson
Assistant State Highway Engineer

GSP:ga

cc Mr. W. C. Williams
Mr. F. B. Crandall

REFERRED TO.
PAXSON
BY ASST. TRAFFIC ENGR. 1/17

We will proceed -
I made copy of letter
also gave Barbee copy -

City of Salem, Oregon

OFFICE OF CITY MANAGER

CAPITAL OF THE STATE OF OREGON — INCORPORATED 1857

January 15, 1957

Paxson

neer
ding

to your letter of January 11, 1957, in which
t to our request, that your department would
traffic justification study of the proposed
al project from data now available for
.00. The city council wishes to express
our cooperation in this matter and we
your department will proceed with this study
rtunity.

NOTED
F. B. CRANDALL

rold Davis by copy of this letter to assist
any way possible in the study. It is my
at such time as your people are ready to
contact Mr. Davis.

Thank you, and with best regards I am

Very truly yours,

Kent Mathewson
City Manager

NOTED
J. AL HEAD

NOTED
F. B. CRANDALL

KM:b

cc: Harold Davis
Robert Powell, Chairman
Planning Commission

RECEIVED
JAN 16 1957
OREGON
STATE HIGHWAY COMMISSION

City of Salem, Oregon

OFFICE OF CITY MANAGER

CAPITAL OF THE STATE OF OREGON — INCORPORATED 1857

January 15, 1957

Mr. W. C. Williams
State Highway Engineer
State Highway Building
Salem, Oregon

Paxson

Dear Mr. Williams:

Reference is made to your letter of January 11, 1957, in which you advise pursuant to our request, that your department would be able to make a traffic justification study of the proposed 17th street arterial project from data now available for approximately $100.00. The city council wishes to express appreciation for your cooperation in this matter and we will be obliged if your department will proceed with this study at your first opportunity.

I am asking Mr. Harold Davis by copy of this letter to assist your department in any way possible in the study. It is my understanding that at such time as your people are ready to proceed, they will contact Mr. Davis.

Thank you, and with best regards I am

Very truly yours,

Kent Mathewson
City Manager

NOTED
J. AL HEAD

NOTED
F. B. CRANDALL

KM:b

cc: Harold Davis
Robert Powell, Chairman
Planning Commission

RECEIVED
JAN 1 8 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 11 1957
FOR FILING

Salem

January 11, 1957

Mr. Kent Mathewson
City Manager
Salem, Oregon

Dear Mr. Mathewson:

In reply to your letter of December 11, 1956 in which you inquire as to the possibility of having the State assist you in reviewing your 17th Street Arterial Project as to cost, present and potential use, et cetera, I wish to advise that our Traffic Engineering Division would be able to work up information on the present and projected traffic based on field studies, the cost of which would be approximately $500. This work could be done in the immediate future. If you wish a less comprehensive study, an analysis could be worked up from information available at this time for approximately $100. This would have to be based entirely on such information as is now available, without resort to field studies, and the accuracy would be only commensurate with the basic data available. This could also be done in the immediate future.

Referring to the matter of review of the project from the standpoint of engineering and costs, we would not be able to do this at this time due to the unprecedented amount of work being handled by our engineering forces in connection with the federal highway program. It is doubtful that we would be able to give you any assistance in this matter prior to August of this year. A general review could probably be made for about $750, and we would be pleased to do this for you when time permits. However, as stated above, it would be impossible for us to take on any additional work until next summer.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper

FC:me:gm

FORM E30—50M—8-56—96684

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 9, 1957

SUBJECT: Proposed City Project
17th St. between Mission St.
& US99 E., Salem

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

In line with your letter of December 13, 1956 I conferred with Mr. Harold Davis, City Engineer of Salem, on the amount of work and material they might have on the above named subject.

I found that the City had city maps with the proposed line indicated, and had developed a tentative plan for the connection to US99 E. Their cost estimate of $250,000 was not based on estimating procedure but more on pulling a figure out of the air.

I have also discussed the matter with Mr. Head and in his opinion traffic would need to supplement present data, with a reasonable number of field counts and make a traffic assignment at an estimated cost of $500.

Mr. Shaw estimates a cost of $750 for a cost estimate of construction. This would make a cost of $1,250 for the package.

Due to the press of work on the Interstate Needs study it is doubtful if Shaw could spring a man loose for this work before the middle of the year.

Tom Edwards
Construction Engineer

By D J Barbee

D. J. Barbee
Ass't. Construction Engineer

DJB:ob

cc to: F. B. Crandall

NOTED
FORREST COOPER

RECEIVED
JAN 9 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 14 1956
FOR FILING

Salem, Oregon
December 13, 1956

Proposed city project -
17th Street between
Mission Street and US99E

Mr. Tom Edwards
Mr. F. B. Crandall

I am attaching a copy of a letter dated December 11, 1956 from the City of Salem, in which the City requests that we "review" its proposed project of making an arterial street out of 17th Street between Mission Street on the south and US99E on the north. Depending upon interpretation of the word "review", this study could involve a minor scanning of the data that the City has assembled and could range to and including a complete traffic study and re-hash of the City's engineering design and estimates.

In order to get something tangible to discuss with the City, Mr. Edwards' office will contact Harold Davis, City Engineer, to determine what type of engineering data the City has assembled and make a rough determination as to what would be involved in a review of these engineering features. It is my thinking that someone familiar with urban projects should probably answer this part in two or three days. Mr. Crandall will advise what in his opinion would be necessary in addition to material that may be available at this time to review the proposal from the standpoint of traffic movement.

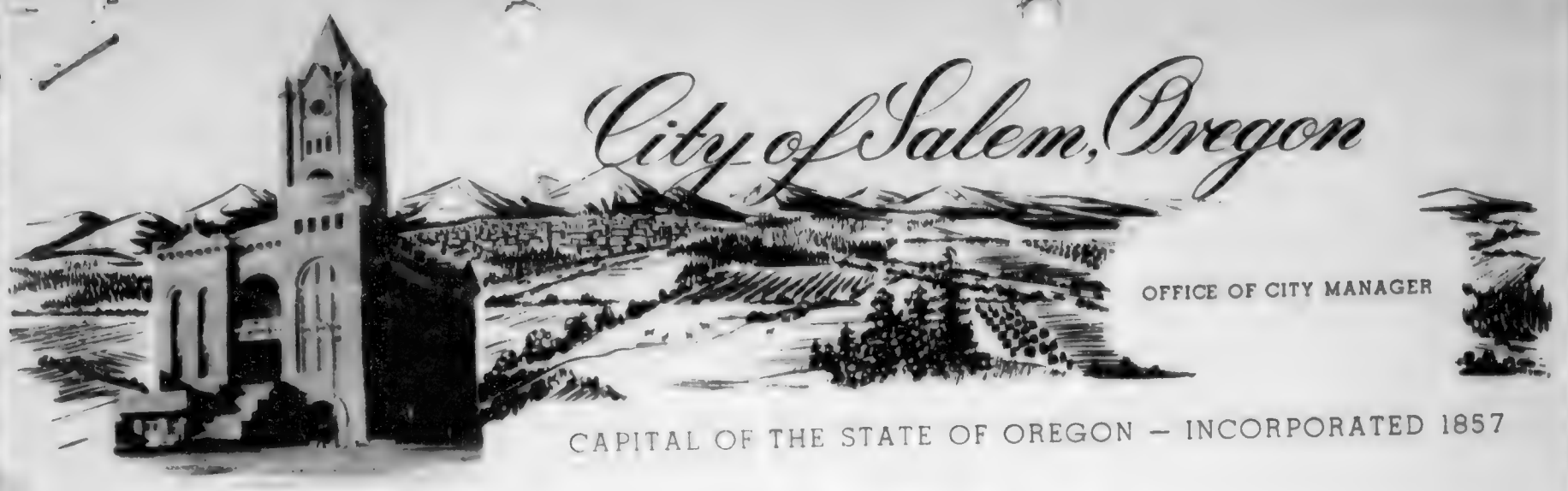
It is suggested that Mr. Edwards and Mr. Crandall confer on this entire matter.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

Encl.

cc Mr. G. S. Paxson



City of Salem, Oregon

OFFICE OF CITY MANAGER

CAPITAL OF THE STATE OF OREGON — INCORPORATED 1857

December 11, 1956

Mr. W. C. Williams
State Highway Engineer
Highway Building
Salem, Oregon

Dear Mr. Williams:

The City of Salem is now considering the opening of 17th Street between Mission Street on the south and 99E., or Portland Road, on the north.

This matter has been under consideration for a number of years by the City Planning Commission, City Council and other city officials. It was also recommended for development as an arterial street by the Long Range Planning Commission of the Chamber of Commerce about ten years ago.

The city has acquired some of the right-of-way and are now negotiating with the State Fair Board for a further extension of 17th-16th Street to the Silverton Road. Most of the present right-of-way is 60 feet in width with two short sections 40 feet in width.

To complete this project between Mission Street and the Silverton Road, it has been estimated to cost approximately $250,000, and if carried north of the Silverton Road through the area now occupied by the Marion County Shops to a connection with 99E, this estimate would be materially increased.

Before the City proceeds too far with a project as large as this, that could very possibly cost one-half million dollars, we believe the project should be studied and reviewed by some agency other than our own local people. We therefore request that you review this proposed project as to cost, present and potential use and the general location as a north and south arterial through the city. Do your traffic engineers feel that there are other street projects within the city for which expenditures would be better utilized?

This is not something that could be done immediately and very probably money for this project will not be available for its full completion for a number of years. We will however, from time to time, make certain improvements on this project that will have a value at least as local connecting streets.

We feel your organization is very capable of such a study and your recommendations will bear considerable weight on the development of this project. Any assistance you could furnish would be very much appreciated.

Very truly yours,

Kent Mathewson
City Manager

KM:b

cc: Mr. Robert Powell, Chairman
Salem Planning Commission

Mr. Harold Davis, City Engineer

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DEC 13 1956
OREGON
STATE HIGHWAY COMMISSION

01-332

RECEIVED

files

OREGON STATE HIGHWAY DEPARTMENT

(date)
June 19, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4873	2A Post-Final	C. H. Strong Engineering & Construction	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13582	H-183947	$ 400.40	6/19/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 50 Workdays from 4-1-57

Time Extensions: None

Completion Date: Apr. 24, 1957

Date Accepted: May 16, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: June 20, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Query
Floyd Query, Assistant Secretary

Warrant Mailed: JUN 21 1957

Ruth Rawlings

NOTED ON CARD

Mr. [illegible]

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FOR FILING

June 12th, 1957

FINAL COST ANALYSIS
Multnomah County

Columbia River Highway
Prefix 26-3322-421(41)

Rooster Rock Park Boat Channel
Contract #4873

Clearing, General Excavation and Special Excavation
C. H. Strong Engineering & Construction, Contractor
James Don, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$5,000.00	$4,401.06	$ 4,401.06	$ 5,000.00
General Excav.	14,290.3	Cu. Yd.	0.40	0.376	5,379.20	5,716.12
Special Channel Excavation	100%	All	7,000.00	5,716.12	5,716.12	7,000.00
					$15,496.38	$17,716.12

Gross Revenue	$17,716.12
Total Cost	15,496.38
Net Profit	$ 2,219.74

Net Profit Equals 12.5% of Gross Revenue

RECEIVED
[illegible] 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Detail of Cost
Contract #4873

Labor:

Labor	$ 2,305.00	
Labor Insurance	230.50	
		$ 2,535.50

Equipment Rental & Miscellaneous:

Equipment Rental (Owned)	$ 679.20	
" " (Rented)	10,412.00	
Gas, Oil & Grease	212.00	
Bond	106.20	
Freight, Move In	552.00	
Home Office & Overhead	531.48	
Misc. Tools & Supplies	468.00	
		12,960.88
		$15,496.38

Contract #4073

Remarks:

This project was a "State Project" calling for clearing, grubbing, channel excavation and special channel excavation of Latourell Creek.

Bids were opened and the contract awarded February 28th, 1957. Work started March 19th, 1957 and was completed April 24th, 1957.

Contractor started clearing March 19th, 1957 with D-4 cat. dozer, two laborers and power saw. Excavation work was done with a bucket dredge that was rented fully-operated for $60.00 per hour from the Willamette Tug and Barge Company. Due to high water, a large dredge could be used and work progressed rapidly, working two 9-hour shifts.

Excellent supervision and good production from dredge contributed to a good profit.

M. M. Juve
Chief Cost Analyst

By . . M. M. Sturgis

Files

OREGON STATE HIGHWAY DEPARTMENT

(date)

June 7, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4873	2-Final	C. H. Strong Engineering & Construction	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12657	H-183037	$ 7,846.52	6/7/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 50 Workdays from 4-1-57

Time Extensions: None

Completion Date: Apr. 24, 1957

Date Accepted: May 16, 1957

Penalties: None of Record

Claims: None of Record

Remarks:

Date: 6-11-57

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Dailey
ass't H. B. Glaisyer
Secretary

NOTED ON CARD

Dm

Warrant Mailed: JUN 11 1957

Ruth Rawlings

RECEIVED
MAY 14 1957
FOR FILING

21-3322

4113

May 14, 1957

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4873, for work performed on the Rooster Rock Park Section, Columbia River Highway in Multnomah County was completed by the contractor, C. H. Strong Engineering & Construction, on Apr. 24, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $7,848.52 will be released to the contractor after acceptance by the Commission. The total contract amount is $17,716.12, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—1035—10-55

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 4, 1957

Section Rooster Rock Park
Highway Columbia River
Contractor C.H. Strong Engineering and Construction Co.
Date of contract February 28, 19 57
Date work started March 19, 19 57
Project authorization . . . . . $ 22,545.00
Exclusive of Engineering . . . . . $ 20,941.80

Kind of work Boat Channel
Section prefix 26-3322
Contract number 4873
Date of completion 50 workdays (4/1/58), 19
Estimated date of completion, 19
Per cent of time elapsed 40 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 20,941.80
Estimated per cent overrun or underrun . . . . . 0 %
Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering authorization . . . . . $ 1603.20
Engineering cost to date $ 1841.65, 115 %

Date project was completed APRIL 24, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was submitted April 30, 1957.

This will be the final weekly report.

Noted
M. N. Juve

CONSTRUCTION DIVISION
RECEIVED
MAY 6 - 1957

NOTED: CE ACE COE

Signed James Don
JAMES DON, Resident Engineer
Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 80712

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	"		
Tuesday	"		
Wednesday	showers		
Thursday	rain		
Friday	fair		
Saturday			

RECEIVED
APR 2 - 1957
FOR FILING
4-322
1
4M3

April 2, 1957

C. H. Strong Engineering & Construction
Box 366
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4873, which was awarded to you on February 28, 1957, by the State Highway Commission, for Rooster Rock Park Boat Channel, Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

cmm

Encl.

RECEIVED
MAR 5 1957
FOR FILING
26-3322
4873

March 4, 1957

C. H. Strong Engineering and Construction Company
P. O. Box 366
Eugene, Oregon

Gentlemen:

The State Highway Commission on February 28, 1957, awarded to you State Highway Contract No. 4873 for constructing a boat channel along Latourell Creek on the Rooster Rock Park Boat Channel Project in Multnomah County.

This award was based on your bid of $19,040.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

126-1628 Portland Traffic Signals 1977

Mail

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) June 28, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
126-1620	2-Final	Rochat Electric	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14578	H-184425	$ 2,210.00	6/27/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 60 workdays from 3-13-57

Time Extensions: None

Completion Date: June 5, 1957

Date Accepted: June 27, 1957

Penalties: None of record.

Claims: None of record.

Remarks:

Date: July 1, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 1 1957

Ruth V Rawlings

NOTED ON CARD

RECEIVED
JUN 19 1957
FOR FILING

June 19, 1957

CERTIFIED MAIL

American Casualty Co.
607 Washington St.
Reading, Pa.

Gentlemen:

State Highway Contract No. 4874 for work performed on the Lombard St. at Cully Road, Northeast Portland Highway in Multnomah County was completed by the contractor, Rochat Electric, on June 5, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $2,210.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $6,800.00 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

cm

cc: Rathbone, King & Seeley
Board of Trade Bldg.
Portland 4, Ore.

Attn.: M. B. Waterbury, Ore. Mgr.

NOTED ON CARD

RECEIVED
APR 4 - 1957
FOR FILING
126-16-0
4/4/57

April 4, 1957

American Casualty Co.
607 Washington St.
Reading, Pennsylvania

Gentlemen:

We enclose herewith a copy of contract No.4874, which was awarded to Rochat Electric by the State Highway Commission on February 28, for traffic signal installation on Lombard Street at Cully Road in Northeast Portland, Multnomah County.

We are sending you a copy of this contract for your files as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

cc: M. B. Waterbury, Agent
American Casualty Co.
Board of Trade Bldg.
Portland 4, Oregon

RECEIVED
APR 5 - 1957
FOR FILES
4874

April 2, 1957

Rocket Electric
4636 N. Williams Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4874, which was awarded to you on February 28, 1957 by the State Highway Commission, for traffic signal installation, Lombard St. at Cully Road in Portland, Northeast Portland Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

CHH

Encl.

RECEIVED
MAR 5 1957
FOR FILING

126-1620

4874

March 4, 1957

Rochat Electric Company
4636 N. Williams Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on February 28, 1957, awarded to you State Highway Contract No. 4874 for installation of traffic signals at the intersection of Lombard Street and Cully Road and a flasher at the intersection of Killingsworth Street and Columbia Boulevard in the City of Portland in Multnomah County.

This award was based on your bid of $6,800.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
FEB 27 1957
FOR FILING

4874

February 26, 1957

Multnomah County Roadmaster
2115 S. E. Morrison Street
Portland, Oregon

Attention: Mr. Howard Huget

Dear Mr. Huget:

You will find enclosed plans for a traffic signal installation at the intersection of Northeast Portland Highway and Cully Boulevard.

As you will see from these plans, it is necessary that some pavement cutting and approximately 400 feet of conduit trenching will be required for the installation of detectors. This traffic signal will utilize a two-phase, fully-actuated type of operation which, of course, requires the usage of vehicle detectors that are shown to be installed on Cully Boulevard.

This letter is to request that permission be granted for the conduit trench excavation and the necessary cutting on the county road approach to Northeast Portland Highway.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. F. B. Crandall

LEG:njs:gm

RECEIVED
FEB 5 1957
FOR FILING
4874

4-03
32

January 25, 1957

Mr. Paul C. Northrop
Roadmaster, Multnomah County
2115 S. E. Morrison
Portland 15, Oregon

Dear Mr. Northrop:

You have had some correspondence with our Traffic Engineer, Mr. F. B. Crandall, relative to the conditions that exist on N. E. Portland Secondary Highway and its intersection at N. E. Columbia Boulevard and at its intersection at N. E. Cully Boulevard. You asked that an investigation be made to determine what should be done to relieve the situation at these points. The investigation has been made and the findings were reported to the State Highway Commission at its meeting on Tuesday of this week.

The State Highway Engineer, Mr. W. C. Williams, recommended to the Commission at that time installation of a fully-actuated traffic signal at the N. E. Cully Boulevard intersection which he estimated would cost about $7,000. He also recommended installation of a flashing beacon at the Columbia Boulevard intersection at the estimated cost of $500. You will be pleased to know that the Commission approved both installations at State expense.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HEG:ar

cc: F. B. Crandall

Mr. Harry R. Folk, Ground Safety Director
Headquarters 337th Fighter Group
United States Air Force
Portland International Airport
Portland 13, Oregon

RECEIVED
JAN 3 - 1957
FOR FILING

January 2, 1957

...gon State Highway Commission

Gentlemen:

Mr. Harry M. Folk, Ground Safety Director, Headquarters 337th Fighter Group, United States Air Force, Portland, and the Multnomah County Sheriff's office have requested an investigation of traffic conditions at the intersection of S. E. Portland Highway and S. E. Cully Boulevard. We have also received a request from the County Sheriff's office for an investigation of traffic conditions and possible signalization at the intersection of S. E. Portland Highway and S. E. Columbia Boulevard. These matters have been investigated by the Traffic Engineer, and I have the following to report.

The S. E. Cully Boulevard intersection is a four-way, cross-type intersection with traffic entering the intersection from Cully Boulevard being required to stop before proceeding. During the period from January 1, 1951 to December 31, 1956, there were 43 reported accidents at this intersection. Twenty persons were injured, and there were no fatalities. Sixty-five per cent of the accidents were of a type that might have been prevented by traffic signals. Conditions at this intersection exceed the accident warrant and very closely approach the interruption of c...mum traffic and t...al v...lume warrants as formulated by the American Association of State Highway Officials.

The S. E. Columbia Boulevard intersection is a three-way, T-type intersection with Columbia Boulevard entering the S. E. Portland Highway a short distance after crossing under the Union Pacific railroad. The vertical alignment of the S. E. Portland Highway is such that the intersection is at the bottom of a vertical curve and is somewhat of a surprise element.

There were 37 reported accidents at this intersection during the period from January 1, 1951 to August 31, 1956. Seven persons were injured, and there were no fatalities. Thirteen of the accidents were of a type that might have been prevented by traffic signals, but of

these, eleven accidents involved vehicles which disregarded the "Stop" signs. A more positive indication that this is a stop intersection is needed. Traffic volumes at this intersection are such that the installation of traffic signals is not warranted.

It is recommended that a fully-actuated traffic signal be installed at the Cully Boulevard intersection at an estimated cost of $7,000. It is further recommended that a flashing beacon be installed at the Columbia Boulevard intersection at an estimated cost of $xxx. Sufficient funds have been provided in the 1957 Minor Betterment budget for Traffic Signal Projects to be selected to cover the $7,500 cost of the work. These locations are rural, and the State Highway Department will bear 100 per cent of the cost not only of installation, but of operation.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

R. H. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. C. H. Maison
Mr. F. B. Crandall

VJ:bc eh fn

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
November, 1956

TRAFFIC SIGNAL INVESTIGATION
N.E. Lombard St. at N.E. Cully Blvd.
N.E. Portland Hwy. - US30 Bypass - Hwy. No. 123 - M.P. 3.46
Northeast of Portland

Recommendation:

As a result of this investigation, it is recommended that a fully actuated traffic signal be installed at the intersection of N.E. Lombard Street and N.E. Cully Boulevard northeast of Portland. The estimated cost for this traffic signal is $7,000.

Historical Background:

This investigation and report is in response to a letter dated September 25, 1956, from Mr. Harry R. Folk, Ground Safety Director for the U.S. Air Force, to the Multnomah County Road Department. This letter was forwarded to the Traffic Engineering Division by Mr. Howard Huget with a letter dated October 3, 1956. It was suggested by Mr. Folk that a traffic survey be conducted in order to establish a warrant for the need of additional traffic control.

Investigation:

The intersection of N.E. Lombard Street and N.E. Cully Boulevard is a standard four-way right angle intersection as shown on the attached condition diagram. The pavement of N.E. Lombard Street is of concrete construction, 24 feet in width. East of this intersection the pavement flares out due to channelization at the intersection of N.E. Killingsworth Street. The pavement of N.E. Cully Boulevard is of bituminous construction, 18 feet in width. Vehicles entering the intersection from either approach of N.E. Cully Boulevard are required to stop. All approaches to this intersection are from level and tangent sections. Roadside culture consists of a service station in the southwest quadrant and a supermarket in the southeast quadrant. There is a 35 MPH indicated speed on N.E. Lombard Street at this intersection. A 45 MPH speed zone starts just west of this intersection. Sight distance from either stop position of N.E. Cully Boulevard is excellent. Shoulder parking is prohibited along both sides of N.E. Lombard Street east of this intersection. There is uncontrolled access and perpendicular parking adjacent to the supermarket.

During the period from January 1, 1951, to October 31, 1956, there were 45 reported accidents at this intersection. There were 12 accidents involving personal injuries and there were no fatalities. The predominate type of accident was angle collisions, of which there were 26. There were 14 turning movement collisions. During the period investigated, there were 29 accidents, or 65% of the total 45 accidents, of a type which are subject to correction by a traffic signal.

A 16-hour vehicle and pedestrian count was taken at this intersection on Thursday, October 25, 1956. The results of this count, which are factored to 24-hour volumes, are summarized in the following table:

Intersection	Total Entering Volume	Cross Street Volume	Conflicting Volume	Pedestrians Across Main Street 1
N.E. Lombard St. and N.E. Cully Boulevard	11,336	1,641	1,561	24

1/ 16-hour volume

In the table below conditions at this intersection are compared with the standard warrants for signalization for urban intersections:

	Observed	Minimum Warrant
Total Volume Warrant:		
Ave. Hourly Total Volume (Max. 8 Hr.)	823	750
Ave. Hourly Cross Street Volume (Max. 8 Hrs.)	114	175
Pedestrian Warrant:		
Ave. Hourly Pedestrian Volume Across Main Street (Max. 8 Hrs.)	3	250
Ave. Hourly Vehicle Volume on Main Street (Max. 8 Hrs.)	605	600
Interruption of Continuous Traffic Warrant:		
Ave. Hourly Vehicle Volume on Main Street (Max. 8 Hrs.)	709	750
Ave. Hourly Combined Volume Across Main Street (Max. 8 Hrs.)	116	75
Accident Warrant:		
Preventable Accidents (Last 12 Months)	10	5

A speed check was taken at this intersection on November 1, 1956. The speed at or below which 85% of the vehicles on N.E. Lombard Street were approaching this intersection was 42.50 MPH. The ten-mile range containing the largest number of vehicles was from 32 to 42 MPH and represented 62% of the total sample. The maximum speed observed was 60 MPH. The average approach speed was 37 MPH.

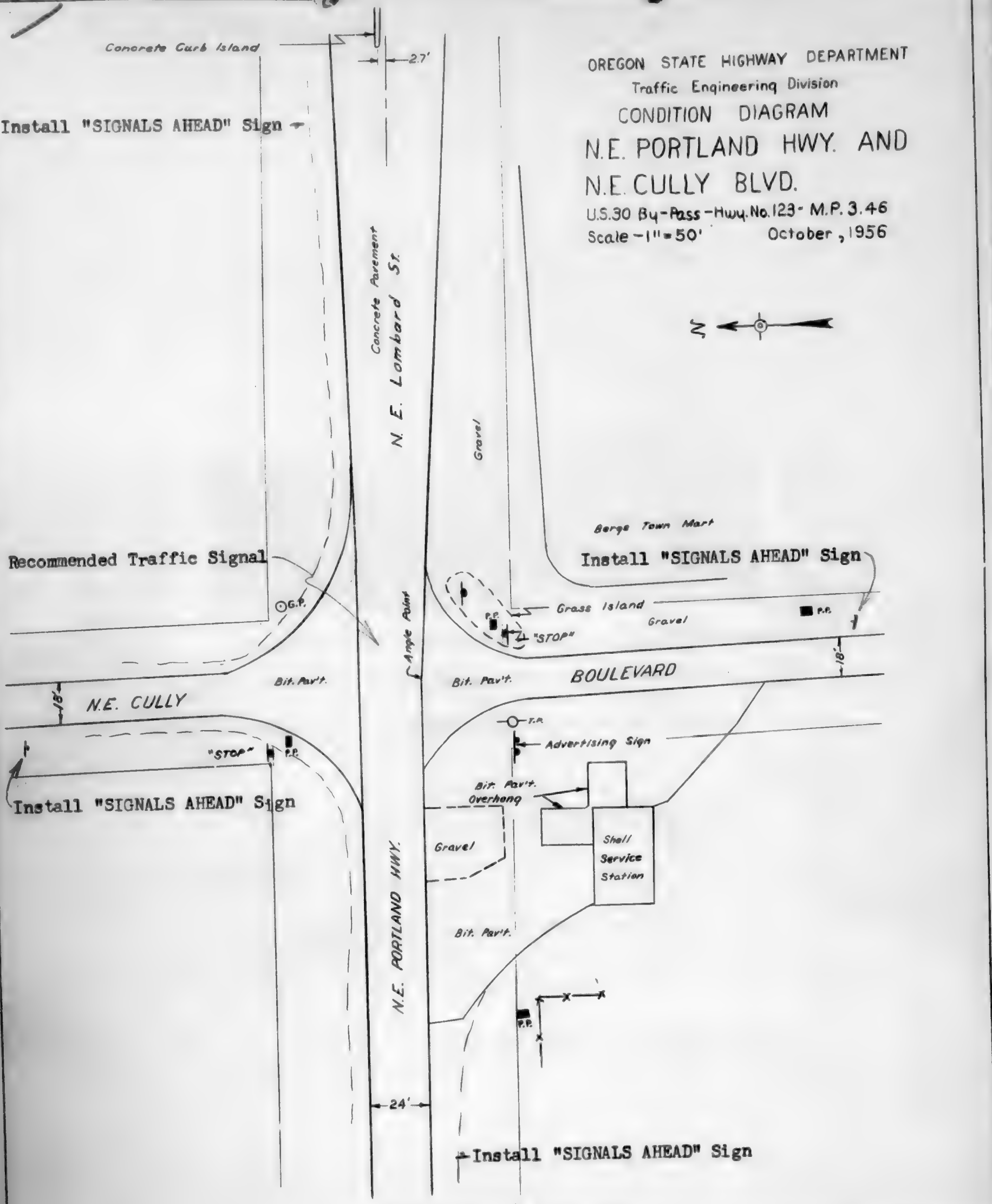
The above table indicates that this intersection has twice the number of preventable accidents to meet the Accident Warrant. For this reason and in view of the fact that 65% of the total 45 reported accidents that have occurred since January 1, 1951, were of a type subject to correction by a traffic signal, it is recommended that a fully actuated traffic signal be installed at the intersection of N.E. Lombard Street and N.E. Cully Boulevard. The estimated cost for this traffic signal is $7,000.

RDC:kg

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

CONDITION DIAGRAM
N.E. PORTLAND HWY. AND N.E. CULLY BLVD.

U.S.30 By-Pass - Hwy. No. 123 - M.P. 3.46
Scale - 1" = 50' October, 1956



1

2

3

4

TYPICAL VIEWS

N.E. Portland Highway - Northeast of Portland

1. Looking east on N.E. Lombard Street from 100 feet west of N.E. Cully Boulevard.

2. Looking south on N.E. Cully Boulevard from 100 feet north of N.E. Lombard Street.

3. Looking west on N.E. Lombard Street from 150 feet east of N.E. Cully Boulevard.

4. Looking north on N.E. Cully Boulevard from 150 feet south of N.E. Lombard Street.

2

3

4

TYPICAL VIEWS

N.E. Portland Highway - Northeast of Portland

1. Looking east on N.E. Lombard Street from 100 feet west of N.E. Cully Boulevard.

2. Looking south on N.E. Cully Boulevard from 100 feet north of N.E. Lombard Street.

3. Looking west on N.E. Lombard Street from 150 feet east of N.E. Cully Boulevard.

4. Looking north on N.E. Cully Boulevard from 150 feet south of N.E. Lombard Street.

3

4

TYPICAL VIEWS

N.E. Portland Highway - Northeast of Portland

1. Looking east on N.E. Lombard Street from 100 feet west of N.E. Cully Boulevard.

2. Looking south on N.E. Cully Boulevard from 100 feet north of N.E. Lombard Street.

3. Looking west on N.E. Lombard Street from 150 feet east of N.E. Cully Boulevard.

4. Looking north on N.E. Cully Boulevard from 150 feet south of N.E. Lombard Street.

4

TYPICAL VIEWS

N.E. Portland Highway - Northeast of Portland

1. Looking east on N.E. Lombard Street from 100 feet west of N.E. Cully Boulevard.

2. Looking south on N.E. Cully Boulevard from 100 feet north of N.E. Lombard Street.

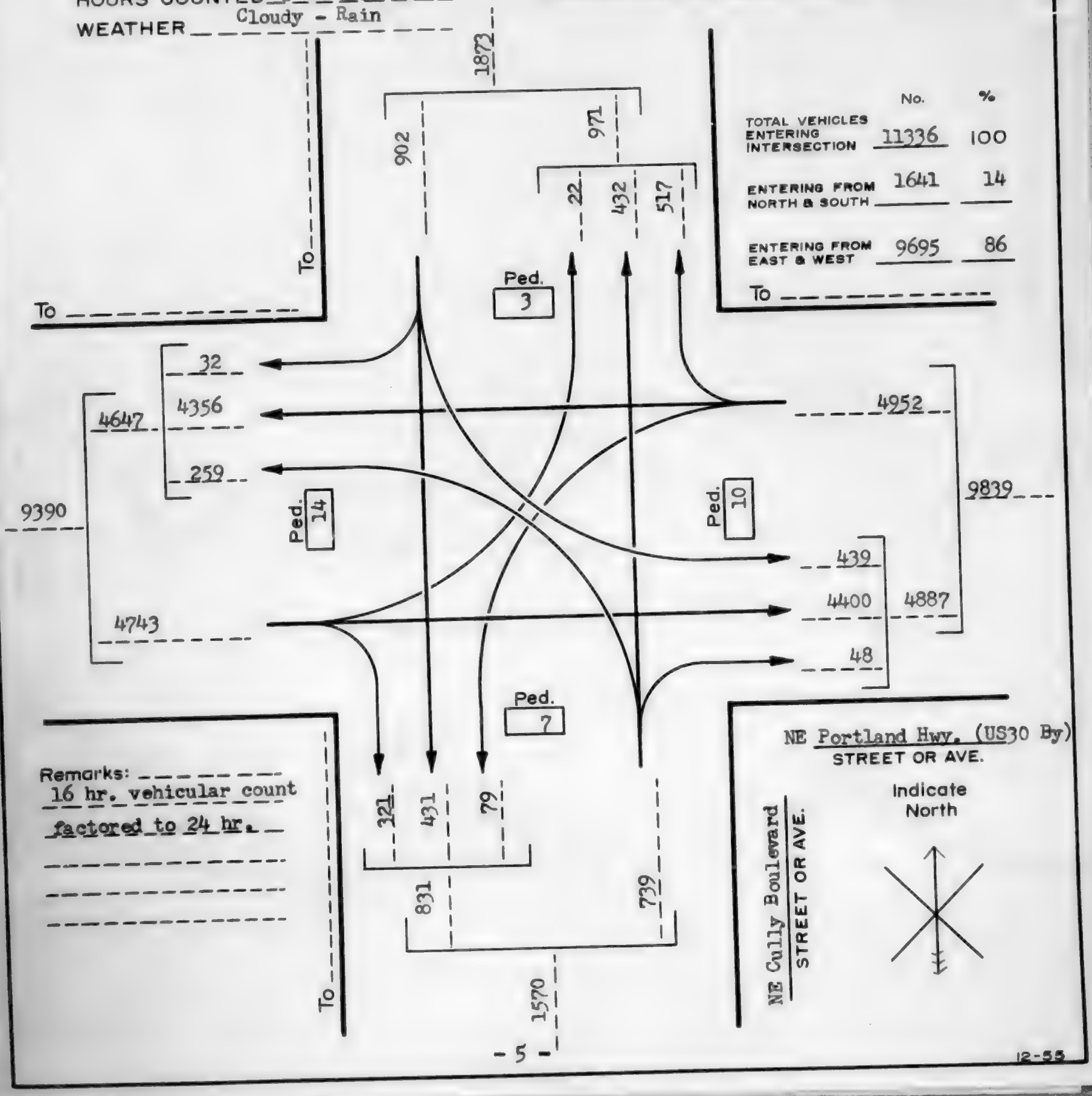
3. Looking west on N.E. Lombard Street from 150 feet east of N.E. Cully Boulevard.

4. Looking north on N.E. Cully Boulevard from 150 feet south of N.E. Lombard Street.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE October 25, 1956
DAY OF WEEK Thursday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER Cloudy - Rain

CITY OF
INTERSECTION OF NE Cully Blvd.
AND NE Portland Hwy. (US30 By)
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	11336	100
ENTERING FROM NORTH & SOUTH	1641	14
ENTERING FROM EAST & WEST	9695	86

To

Remarks:
16 hr. vehicular count factored to 24 hr.

12-55

E-48—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date: October 25, 1956
Day of week: Thursday
Hours counted: 6 AM - 10 PM
Weather: Cloudy - Rain
Classification: All Vehicles
City of:
Intersection: NE Cully Blvd. & NE Portland Hwy.
Station number:
Code number:

	TIME	SUMMARY BY MOVEMENTS												TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PEDESTRIANS USING CR		
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West						North	East	West	South	North	East	West
P.M.	6:00- 7:00	8	11	1		7	9	292	85	3		1	9	426	34	8	392	92	36	399	388	29			
	7:00- 8:00	17	131		4	10	72	639	328	1		3	14	1219	113	9	1106	91	234	1116	988	100		1	
	8:00- 9:00	18	31	2	1	15	18	290	194		2	8	9	588	64	11	524	89	85	535	504	52	1	1	
	9:00-10:00	15	28		2	9	19	211	153	3	2	9	10	461	55	12	406	88	73	412	385	52		3	
	10:00-11:00	12	20	1	3	9	21	172	166	2	5	24	14	449	62	14	387	86	66	377	380	75			
	11:00-12:00	25	19	5	1	25	22	170	211	6	7	32	15	538	99	18	439	82	97	438	434	107	2		
	12:00- 1:00	28	29		3	28	30	169	166	6	2	36	23	520	111	21	409	79	118	400	397	125			
	1:00- 2:00	23	22	4	2	26	24	186	204	4	7	17	17	536	101	19	435	81	101	446	430	95			
	2:00- 3:00	29	34	1		34	31	244	220	5	3	19	16	636	114	18	522	82	129	535	500	108			
	3:00- 4:00	49	28	5	1	41	21	247	302	2	2	23	19	740	137	19	603	81	145	630	597	108		3	
	4:00- 5:00	60	23	6	2	58	25	354	620	12	5	35	20	1220	174	14	1046	86	174	1074	1037	155		2	
	5:00- 6:00	51	14	3	1	48	30	250	527	5	4	27	15	975	151	15	824	85	147	851	823	129			
	6:00- 7:00	14	29			11	22	216	287	11	3	21	21	635	71	11	564	89	76	560	545	89			
	7:00- 8:00	15	24	1		23	27	224	212	4		20	20	570	86	15	484	85	90	479	477	94			
	8:00- 9:00	13	14			11	16	148	151	4		5	8	370	48	13	322	87	54	330	312	44			
	9:00-10:00	22	13			37	6	148	174	4	2	12	5	423	72	17	351	83	78	363	339	66			
	10:00-11:00																								
	11:00-12:00																								
	12:00- 1:00																								
A.M.	1:00- 2:00																								
	2:00- 3:00																								
	3:00- 4:00																								
	4:00- 5:00																								
	5:00- 6:00																								
	24-Hour total	439	517	32	22	431	432	4356	4400	79	48	321	259	11336	1641	14	9695	86	1873	9839	9390	1570			
	12-Hour total														1492	14	8814	86	1703	8945	8536	1428	3	10	
	16-Hour total	399	470	29	20	392	393	3960	4000	72	44	292	235	10306											
	Control																								
	Factor																								

NE Cully St. is North and South

NE Portland Hwy. St. is East and West

Tabulated by

Computed by

Checked by

Checked by

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

October 25, 1956
Thursday
6 AM - 10 PM
Cloudy - Rain

Classification: All Vehicles

City of:
Intersection: NE Cully Blvd. & NE Portland Hwy.
Station number:
Code number:

SUMMARY BY MOVEMENTS														SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
	7	9	292	85	3		1	9	426	34	8	392	92	36	399	388	29			1	
4	10	72	639	328	1		3	14	1219	113	9	1106	91	234	1116	988	100		1	1	
1	15	18	290	194		2	8	9	588	64	11	524	89	85	535	504	52	1	1	2	
2	9	19	211	153	3	2	9	10	461	55	12	406	88	73	412	385	52		3	1	1
3	9	21	172	166	2	5	24	14	449	62	14	387	86	66	377	380	75				
1	25	22	170	211	6	7	32	15	538	99	18	439	82	97	438	434	107	2		4	
3	28	30	169	166	6	2	36	23	520	111	21	409	79	118	400	397	125				
2	26	24	186	204	4	7	17	17	536	101	19	435	81	101	446	430	95				
	34	31	244	220	5	3	19	16	636	114	18	522	82	129	535	500	108				1
1	41	21	247	302	2	2	23	19	740	137	19	603	81	145	630	597	108		3	4	3
2	58	25	354	620	12	5	35	20	1220	174	14	1046	86	174	1074	1037	155		2		1
1	48	30	250	527	5	4	27	15	975	151	15	824	85	147	851	823	129				
	11	22	216	287	11	3	21	21	635	71	11	564	89	76	560	545	89				
	23	27	224	212	4		20	20	570	86	15	484	85	90	479	477	94				1
	11	16	148	151	4		5	8	370	48	13	322	87	54	330	312	44			1	
	37	6	148	174	4	2	12	5	423	72	17	351	83	78	363	339	66				
22	431	432	4356	4400	79	48	321	259	11336	1641	14	9695	86	1873	9839	9390	1570				
20	392	393	3960	4000	72	44	292	235	10306	1492	14	8814	86	1703	8945	8536	1428	3	10	14	7

lly ..... St. is North and South

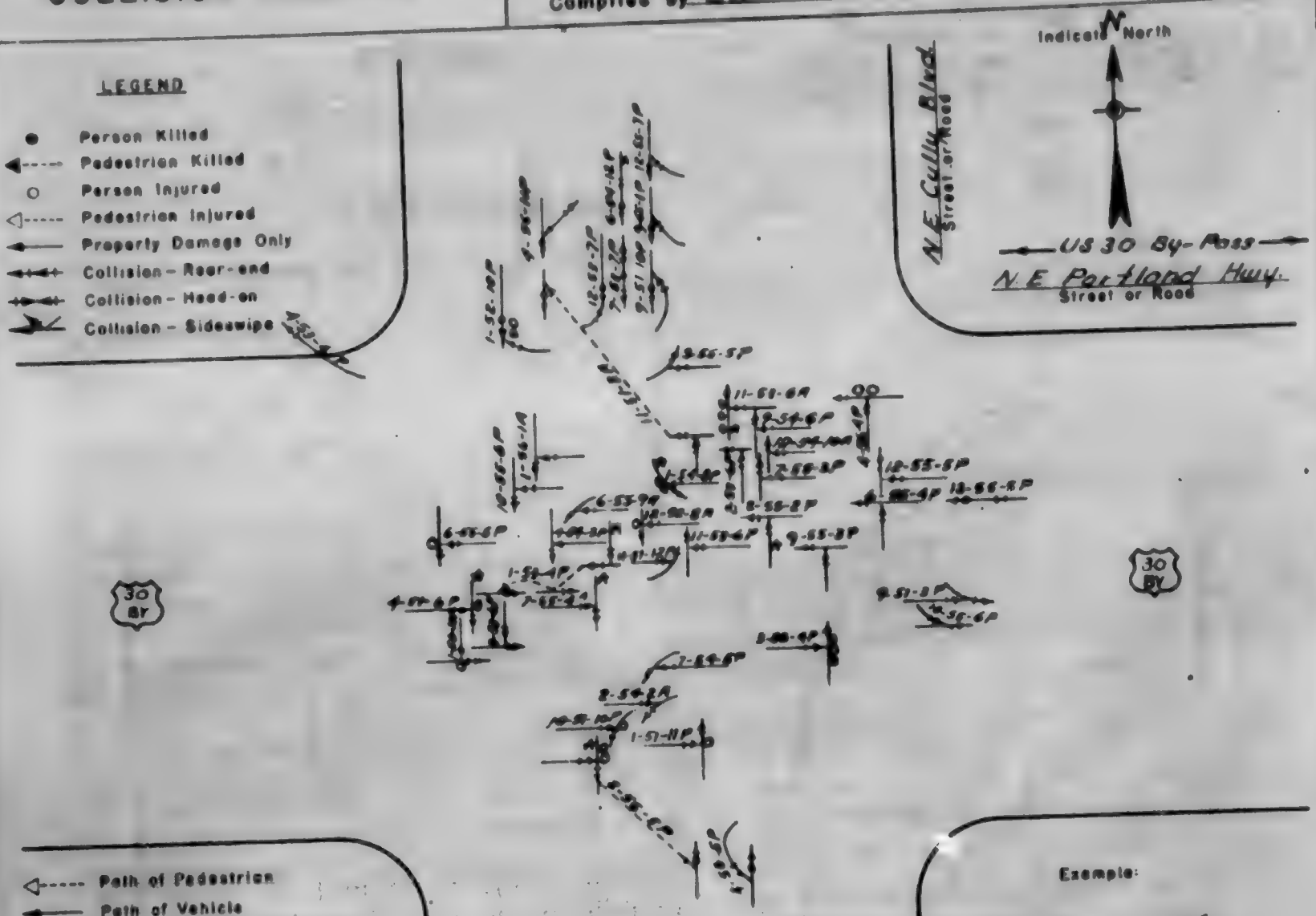
tland Hwy. ..... St. is East and West

Tabulated by
Computed by
Checked by
Checked by

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of N.E. of Portland County Multnomah
Intersection of N.E Portland Hwy and N.E Cully Blvd.
Highway Number 183 (US 30 By-Pass) MR 3.46
Period Covered 1-1-51 8-31-56
Compiled by C.S Drawn by W.R Date 10-18-56



Collision Type	1951 – 1952				1953 - 1954				1955				1-1-56 To 8-31-56				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		4	1	5		1	7	8		1	6	7		4	2	6		10	16	26
Head-on							1	1			1	1							2	2
Rear-end																				
Sideswipe						1	4	5			5	6			1	1		2	12	14
Turning Movement		1	2	3																
Parking							1	1											1	1
Non-collision																				
Fixed Object																				
Pedestrian							1	1							1	1			2	2
Backing																				
Misc.																				
TOTAL		5	3	8		2	14	16		1	12	13		4	4	8		12	33	45

Form E-260 — RM — 11-45

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. US30 Bypass

HIGHWAY NO. 123

MILE POST 3.46

GENERAL LOCATION On N.E. Portland Hwy. - Approach Speeds for N.E. Cully Blvd. Intersection

DATE November 1, 1956

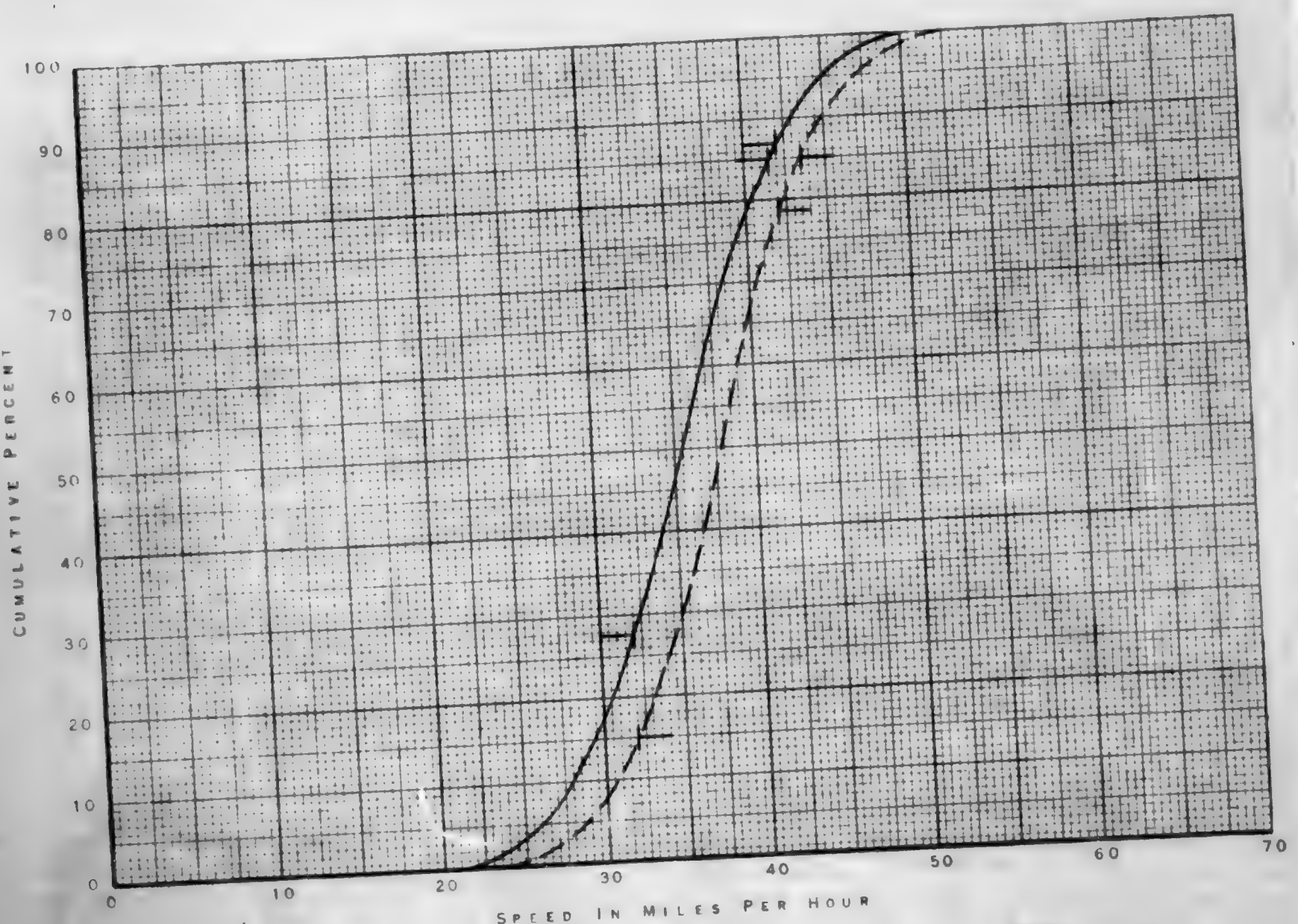
TIME 11:30 am to 1:00 pm and 12:15 pm to 2:00 pm

PAVEMENT CONDITION Dry

NUMBER IN SAMPLE 191

——— East BOUND

— — — West BOUND



ITEM	East BOUND	West BOUND
85 % SPEED	41.5	43.5
PACE LIMITS	32-42	32-42
MAX. SPEED	56	60

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
November, 1956

INTERSECTION INVESTIGATION
N.E. Columbia Boulevard at N.E. Killingsworth Street
N.E. Portland Highway - US30 Bypass - Hwy. No. 123 - M.P. 4.72
West of Parkrose

Recommendation:

As a result of this investigation, it is recommended that a flashing beacon be installed at the intersection of N.E. Columbia Boulevard and N.E. Killingsworth Street west of Parkrose. The estimated cost for installing this flashing beacon is $500.

Historical Background:

In a letter dated March 23, 1947, Mr. Robert Freeman, Secretary of the Parkrose Chamber of Commerce, requested that a hazardous condition be corrected at the intersection of N.E. Killingsworth Street and N.E. Columbia Boulevard. At its meeting of June 16, 1947, the Oregon State Highway Commission approved the engineer's recommendation of changing the "STOP" signs so as to require vehicles entering from the northwest approach of N.E. Columbia Boulevard to stop instead of vehicles entering from N.E. Killingsworth Street.

In a letter dated November 29, 1949, Mr. Ernest F. Huber, Principal of the Whitaker School District No. 17, requested that this intersection be widened for the sharp right turn from N.E. Columbia Boulevard to N.E. Killingsworth Street. The Oregon State Highway Commission approved this request at its meeting of February 6, 1950.

During the summer of 1956, the Multnomah County Road Department lowered the grade of N.E. Columbia Boulevard through the underpass, widened the pavement, and improved the shoulders.

This investigation and report is in response to a letter dated October 3, 1956, from Mr. Howard W. Huget, Office Engineer, Multnomah County Road Department, regarding a hazardous condition which exists at the intersection of N.E. Columbia Boulevard and N.E. Killingsworth Street. Multnomah County has received a number of complaints from representatives of the Owens-Illinois Glass Company.

Investigation:

The intersection of N.E. Columbia Boulevard and N.E. Killingsworth Street is a Y-type intersection as shown on the attached plan. N.E. Portland Highway (US30 Bypass) forms the east and west legs of this intersection. The widths of the bituminous pavement and gravel shoulders are as shown on the attached plan. Vehicles approaching this intersection from the northwest leg are required to stop before entering the intersection. Possible sight distance from the normal stopping position for these vehicles is 550 feet to the east and 1,000 feet to the west. Vertical curves on both the east and west approaches to this intersection make the practical sight distance less than this. Vehicles entering from the north-

west approach traverse a curve to the right in addition to descending a grade through a railroad underpass. Advance signing for this intersection consists of Side Road Symbol signs on the east and west approaches and a "PREPARE TO STOP" sign on the northwest approach. There is no roadside culture in the immediate vicinity of this intersection. There is lineal illumination throughout this section of N.E. Portland Highway. The N.E. Portland Highway is within a 45 MPH speed zone.

The vehicular volume entering this intersection has increased recently due to the construction of the Owens-Illinois Glass Plant which is located a short distance northwest of this intersection. This glass plant operates three shifts per day and it is estimated that there are approximately 200 vehicles involved during every change in shift. Virtually all of these vehicles use this intersection.

During the period from January 1, 1951, to August 31, 1956, there were 37 reported accidents at this intersection. There were five accidents involving personal injuries and there were no fatalities. There were 16 turning movement collisions and 17 rear-end accidents. All of the rear-end accidents occurred on the northwest and west legs of this intersection. Most of the turning collisions involved the northwest to east movement conflicting with the east to west movement. There were 13 accidents of a type which are subject to correction by a traffic signal. Eleven accidents involved motorists who violated the "STOP" sign for the northwest leg of N.E. Columbia Boulevard.

A 16-hour vehicle and pedestrian count was taken at this intersection on Tuesday, October 23, 1956. There are heavy east to northwest and vice versa movements. The west to northwest and reverse movements are relatively minor. The results of this count which are factored to 24-hour volumes are summarized in the table below:

Intersection	Total Entering Volume	Cross Street Volume	Conflicting Volume	Pedestrians Across Main Street 1
N.E. Columbia Blvd. & N.E. Killingsworth St.	8,725	1,755	1,473	8

1/ 16-hour volume

In the table below conditions at this intersection are compared with the standard warrants for signalization for urban intersections:

	Observed	Minimum Warrant
Total Volume Warrant:		
Ave. hourly total volume (max. 8 hrs.)	631	750
Ave. cross street volume (max. 8 hrs.)	134	175
Pedestrian Warrant:		
Ave. hourly pedestrian volume across main street (max. 8 hrs.)	1	250
Ave. hourly vehicle volume on main street (max. 8 hrs.)	488	600

	Observed	Minimum Warrant
Interruption of Continuous Traffic Warrant:		
Ave. hourly vehicle volume on main street (max. 8 hrs.)	497	750
Ave. hourly combined volume across main street (max. 8 hrs.)	135	75
Accident Warrant:		
Preventable accidents (last 12 months)	0	5

A speed check was taken on N.E. Killingsworth Street 150 feet west of this intersection. The speed at or below which 85% of the vehicles traveled was 39.75 MPH. The ten-mile range containing the largest number of vehicles was from 30 to 40 MPH and represented 67% of the total sample. The maximum speed recorded was 48 MPH.

The above table indicates that this intersection does not meet any of the minimum warrants for signalization for urban intersections. For this reason it is recommended that a traffic signal not be installed.

This intersection is in a sag vertical curve for N.E. Portland Highway traffic. This results in limited sight distance and the intersection presents an element of surprise to motorists approaching from the highway. As previously mentioned, 11 of the 37 reported accidents involved a vehicle entering the intersection from the northwest leg of N.E. Columbia Boulevard and failing to stop. This indicates a need for a more positive stop indication for this traffic. For these reasons, it is recommended that a flashing beacon be installed at this intersection as shown on the attached plan.

It is further recommended that the pavement be stenciled as shown on the plan in order to bring traffic from the northwest leg into the intersection at a more desirable angle. The proximity of the railroad underpass with the resultant limited sight distance coupled with the vertical alignment make a more positive form of raised channelization inadvisable.

The ultimate design for this intersection is a grade separation for N.E. Portland Highway. The northwest leg of N.E. Columbia Boulevard could come under the N.E. Portland Highway and loop around and connect to the highway east of this intersection. This grade separation would improve both the horizontal and vertical alignment of the N.E. Portland Highway, improve sight distance and definitely reduce the conflicts and the accidents. A grade separation at this intersection may not be economically feasible at the present time but in view of the rapid industrial development in this area with the resultant increase in traffic, congestion, and accidents; it is recommended that consideration be given to constructing a grade separation at some future date.

RDC:kg

1

2

3

4

5

6

TYPICAL VIEWS

N.E. Portland Highway - West of Parkrose

1. Looking west on N.E. Columbia Boulevard from 150 feet east of N.E. Killingsworth Street intersection.

2. Looking east on N.E. Killingsworth Street from 150 feet west of N.E. Columbia Boulevard.

3. Looking southeast on N.E. Columbia Boulevard from 150 feet northeast of N.E. Killingsworth Street.

4. Looking west on N.E. Killingsworth Street from the normal stopping position for the northwest approach of N.E. Columbia Boulevard.

5. Looking east on N.E. Columbia Boulevard from the normal stopping position for the northwest approach of N.E. Columbia Boulevard.

6. Looking northwest on N.E. Columbia Boulevard from just south of the intersection.

2

3

4

5

6

TYPICAL VIEWS

N.E. Portland Highway - West of Parkrose

1. Looking west on N.E. Columbia Boulevard from 150 feet east of N.E. Killingsworth Street intersection.

2. Looking east on N.E. Killingsworth Street from 150 feet west of N.E. Columbia Boulevard.

3. Looking southeast on N.E. Columbia Boulevard from 150 feet northeast of N.E. Killingsworth Street.

4. Looking west on N.E. Killingsworth Street from the normal stopping position for the northwest approach of N.E. Columbia Boulevard.

5. Looking east on N.E. Columbia Boulevard from the normal stopping position for the northwest approach of N.E. Columbia Boulevard.

6. Looking northwest on N.E. Columbia Boulevard from just south of the intersection.

3

4

5

6

TYPICAL VIEWS

N.E. Portland Highway - West of Parkrose

1. Looking west on N.E. Columbia Boulevard from 150 feet east of N.E. Killingsworth Street intersection.

2. Looking east on N.E. Killingsworth Street from 150 feet west of N.E. Columbia Boulevard.

3. Looking southeast on N.E. Columbia Boulevard from 150 feet northeast of N.E. Killingsworth Street.

4. Looking west on N.E. Killingsworth Street from the normal stopping position for the northwest approach of N.E. Columbia Boulevard.

5. Looking east on N.E. Columbia Boulevard from the normal stopping position for the northwest approach of N.E. Columbia Boulevard.

6. Looking northwest on N.E. Columbia Boulevard from just south of the intersection.

12-55

4

5

6

TYPICAL VIEWS

N.E. Portland Highway - West of Parkrose

1. Looking west on N.E. Columbia Boulevard from 150 feet east of N.E. Killingsworth Street intersection.

2. Looking east on N.E. Killingsworth Street from 150 feet west of N.E. Columbia Boulevard.

3. Looking southeast on N.E. Columbia Boulevard from 150 feet northeast of N.E. Killingsworth Street.

4. Looking west on N.E. Killingsworth Street from the normal stopping position for the northwest approach of N.E. Columbia Boulevard.

5. Looking east on N.E. Columbia Boulevard from the normal stopping position for the northwest approach of N.E. Columbia Boulevard.

6. Looking northwest on N.E. Columbia Boulevard from just south of the intersection.

5

6

TYPICAL VIEWS

N.E. Portland Highway - West of Parkrose

1. Looking west on N.E. Columbia Boulevard from 150 feet east of N.E. Killingsworth Street intersection.

2. Looking east on N.E. Killingsworth Street from 150 feet west of N.E. Columbia Boulevard.

3. Looking southeast on N.E. Columbia Boulevard from 150 feet northeast of N.E. Killingsworth Street.

4. Looking west on N.E. Killingsworth Street from the normal stopping position for the northwest approach of N.E. Columbia Boulevard.

5. Looking east on N.E. Columbia Boulevard from the normal stopping position for the northwest approach of N.E. Columbia Boulevard.

6. Looking northwest on N.E. Columbia Boulevard from just south of the intersection.

6

TYPICAL VIEWS

N.E. Portland Highway - West of Parkrose

1. Looking west on N.E. Columbia Boulevard from 150 feet east of N.E. Killingsworth Street intersection.

2. Looking east on N.E. Killingsworth Street from 150 feet west of N.E. Columbia Boulevard.

3. Looking southeast on N.E. Columbia Boulevard from 150 feet northeast of N.E. Killingsworth Street.

4. Looking west on N.E. Killingsworth Street from the normal stopping position for the northwest approach of N.E. Columbia Boulevard.

5. Looking east on N.E. Columbia Boulevard from the normal stopping position for the northwest approach of N.E. Columbia Boulevard.

6. Looking northwest on N.E. Columbia Boulevard from just south of the intersection.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE October 23, 1956

DAY OF WEEK Tuesday

ACTUAL COUNT (VEH.) 16 HRS.

HOURS COUNTED 6 AM - 10 PM

PEDESTRIAN COUNT 16 HRS.

HOURS COUNTED 6 AM - 10 PM

WEATHER Cloudy - Clear

CITY OF

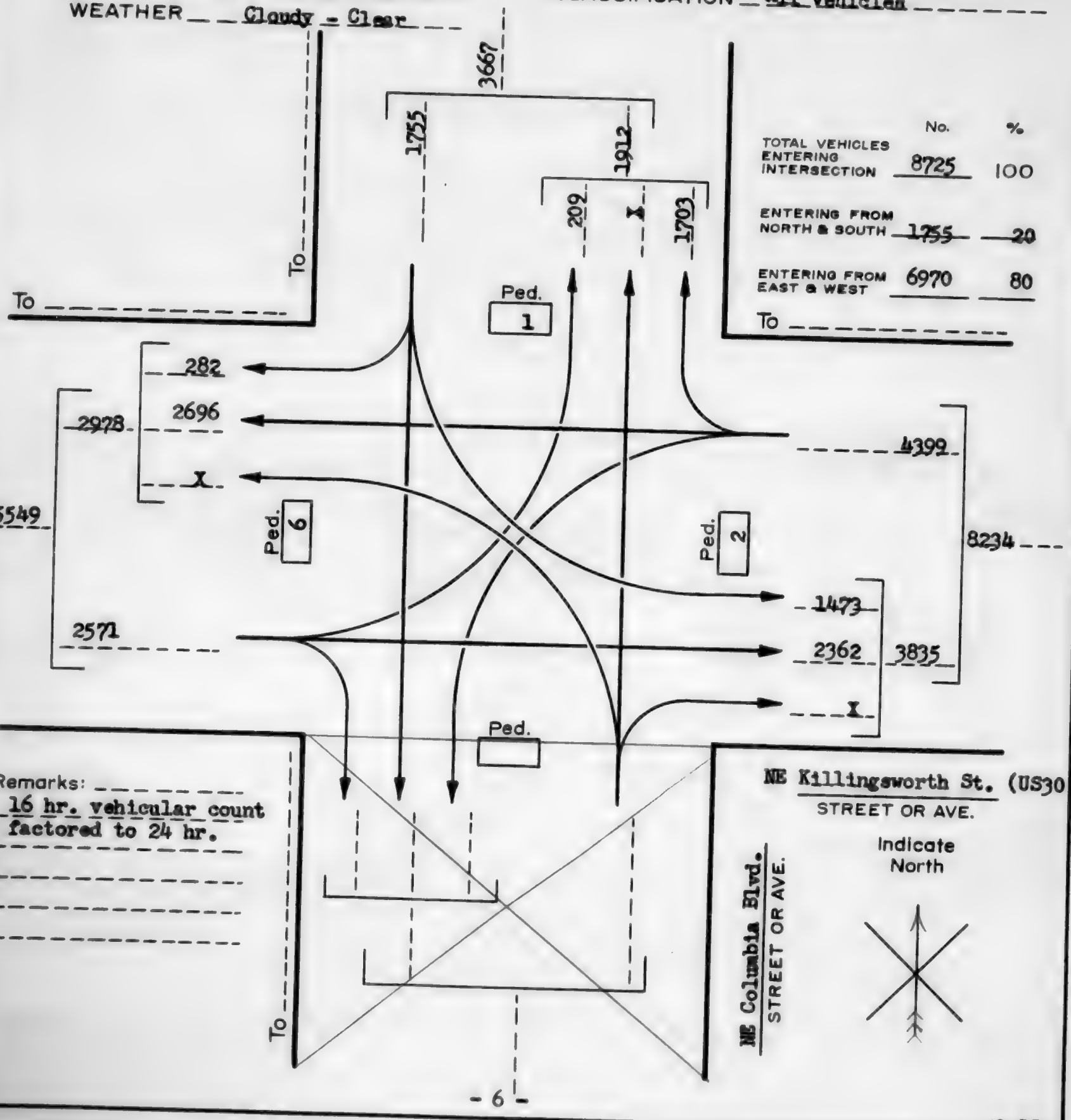
INTERSECTION OF NE Columbia Blvd.

AND NE Killingsworth St.

STATION NO.

CODE NO.

CLASSIFICATION All vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	8725	100
ENTERING FROM NORTH & SOUTH	1755	20
ENTERING FROM EAST & WEST	6970	80

To

Remarks:
16 hr. vehicular count factored to 24 hr.

12-55

Form E-46—256

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date: October 23, 1956
Day of week: Tuesday
Hours counted: 6 AM - 10 PM
Weather: Cloudy - Clear
Classification: All Vehicles

City of:
Intersection: NE Columbia Blvd. & Killingsworth St
Station number:
Code number:

	TIME	SUMMARY BY MOVEMENTS												TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PEDESTRIANS USING CR		
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West						North	East	West	South	North	East	We
A.M.	6:00- 7:00	9	102	2	3			68	105					289	11	4	278	96	116	284	178				
	7:00- 8:00	63	352	10	35			185	271					916	73	8	843	92	460	871	501				
	8:00- 9:00	54	101	22	13			139	137					466	76	16	390	84	190	431	311				
	9:00-10:00	54	75	13	12			136	106					396	67	17	329	83	154	371	267		2		
	10:00-11:00	53	63	23	9			117	98					363	76	21	287	79	148	331	247				
	11:00-12:00	77	65	21	12			156	116					447	98	22	349	78	175	414	305				
	12:00- 1:00	80	86	19	6			119	119					429	99	23	330	77	191	404	263				
	1:00- 2:00	69	72	11	23			145	120					440	80	18	360	82	175	406	299				
	2:00- 3:00	79	76	17	8			161	146					487	96	20	391	80	180	462	332		1		
	3:00- 4:00	124	92	16	23			186	157					598	140	23	458	77	255	559	382				
	4:00- 5:00	239	82	41	12			300	223					897	280	31	617	69	374	844	576				
P.M.	5:00- 6:00	204	70	16	9			271	161					731	220	30	511	70	299	706	457				
	6:00- 7:00	89	87	21	9			155	124					485	110	23	375	77	206	455	309				
	7:00- 8:00	70	151	8	10			124	108					471	78	17	393	83	239	453	250				
	8:00- 9:00	29	37	8	3			92	69					238	37	16	201	84	77	227	172				
	9:00-10:00	46	37	8	3			97	87					278	54	19	224	81	94	267	195				
	10:00-11:00																								
	11:00-12:00																								
A.M.	12:00- 1:00																								
	1:00- 2:00																								
	2:00- 3:00																								
	3:00- 4:00																								
	4:00- 5:00																								
	5:00- 6:00																								
24-Hour total .		1473	1703	282	209			2696	2362					8725	1755	20	6970	80	3667	8234	5549				
-Hour total .																									
16 Hour total .		1339	1548	256	190			2451	2147					7931	1595	20	6336	80	3333	7485	5044		1	2	
Control . . .																									
Factor . . .																									

NE Columbia Boulevard St. is North and South

Killingsworth Street St. is East and West

Tabulated by

Computed by

Checked by

Checked by

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

ber 23, 1956
esday
AM - 10 PM
udy - Clear

City of
Intersection NE Columbia Blvd. & Killingsworth St.
Station number
Code number

Classification All Vehicles

SUMMARY BY MOVEMENTS														SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
			68	105					289	11	4	278	96	116	284	178					
3			185	271					916	73	8	843	92	460	871	501				5	
35			139	137					466	76	16	390	84	190	431	311			2		
13			136	106					396	67	17	329	83	154	371	267					
12			117	98					363	76	21	287	79	148	331	247					
9			156	116					447	98	22	349	78	175	414	305				1	
12			119	119					429	99	23	330	77	191	404	263					
6			145	120					440	80	18	360	82	175	406	299		1			
23			161	146					487	96	20	391	80	180	462	332					
8			186	157					598	140	23	458	77	255	559	382					
23			300	223					897	280	31	617	69	374	844	576					
12			271	161					731	220	30	511	70	299	706	457					
9			155	124					485	110	23	375	77	206	455	309					
9			124	108					471	78	17	393	83	239	453	250					
10			92	69					238	37	16	201	84	77	227	172					
3			97	87					278	54	19	224	81	94	267	195					
209			2696	2362					8725	1755	20	6970	80	3667	8234	5549					
190			2451	2147					7931	1595	20	6336	80	3333	7485	5044		1	2	6	

Tabulated by
Computed by
Checked by
Checked by

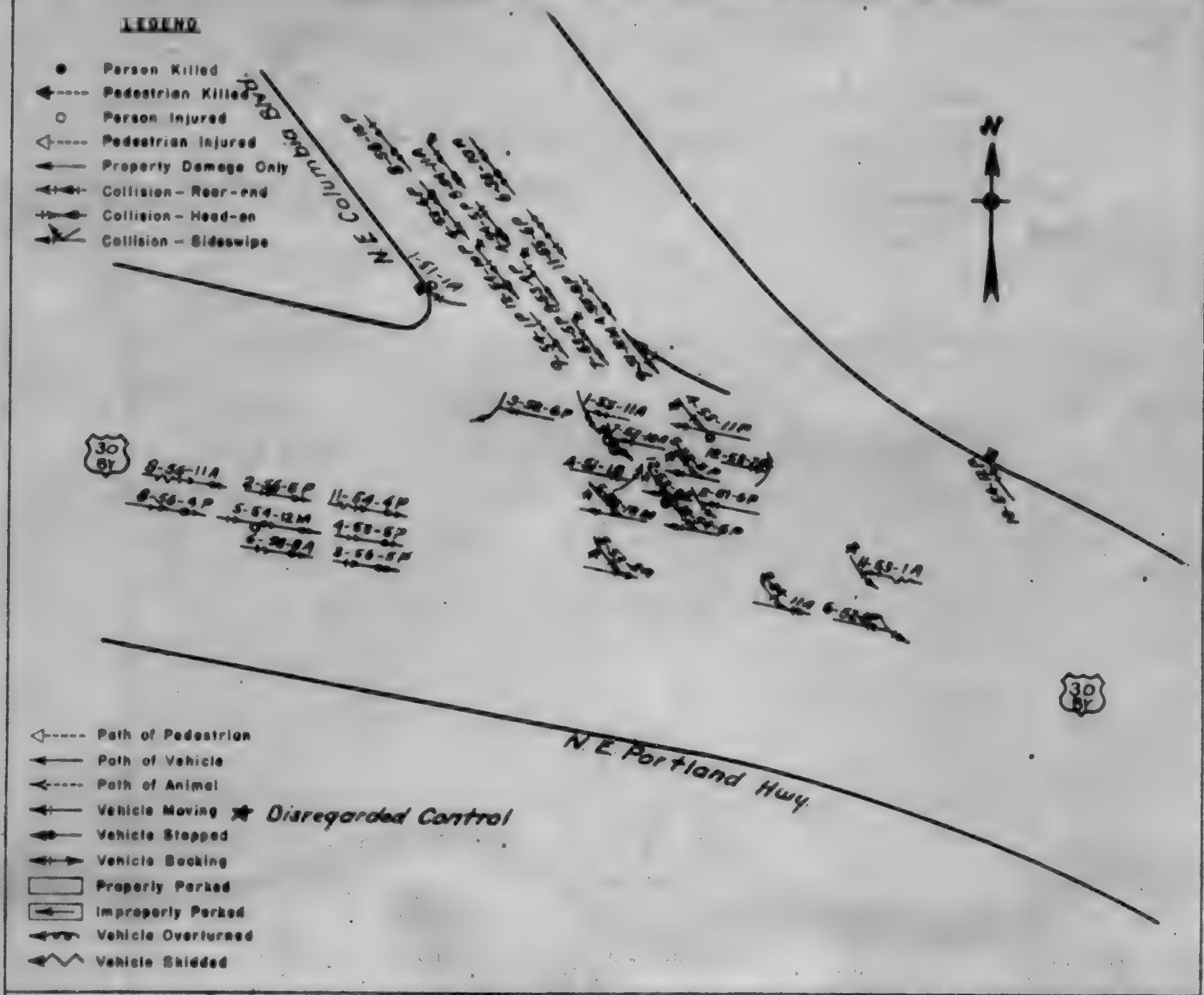
mbia Boulevard St. is North and South

sworth Street St. is East and West

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of N.E. of Portland County Multnomah
Intersection of N.E. Portland Hwy and N.E. Columbia Blvd.
Highway Number 123 (U.S. 30 By-Pass) M.P. 4.72
Period Covered 1-1-51 8-31-56
Compiled by C.S. Drawn by W.R. Date 11-1-56

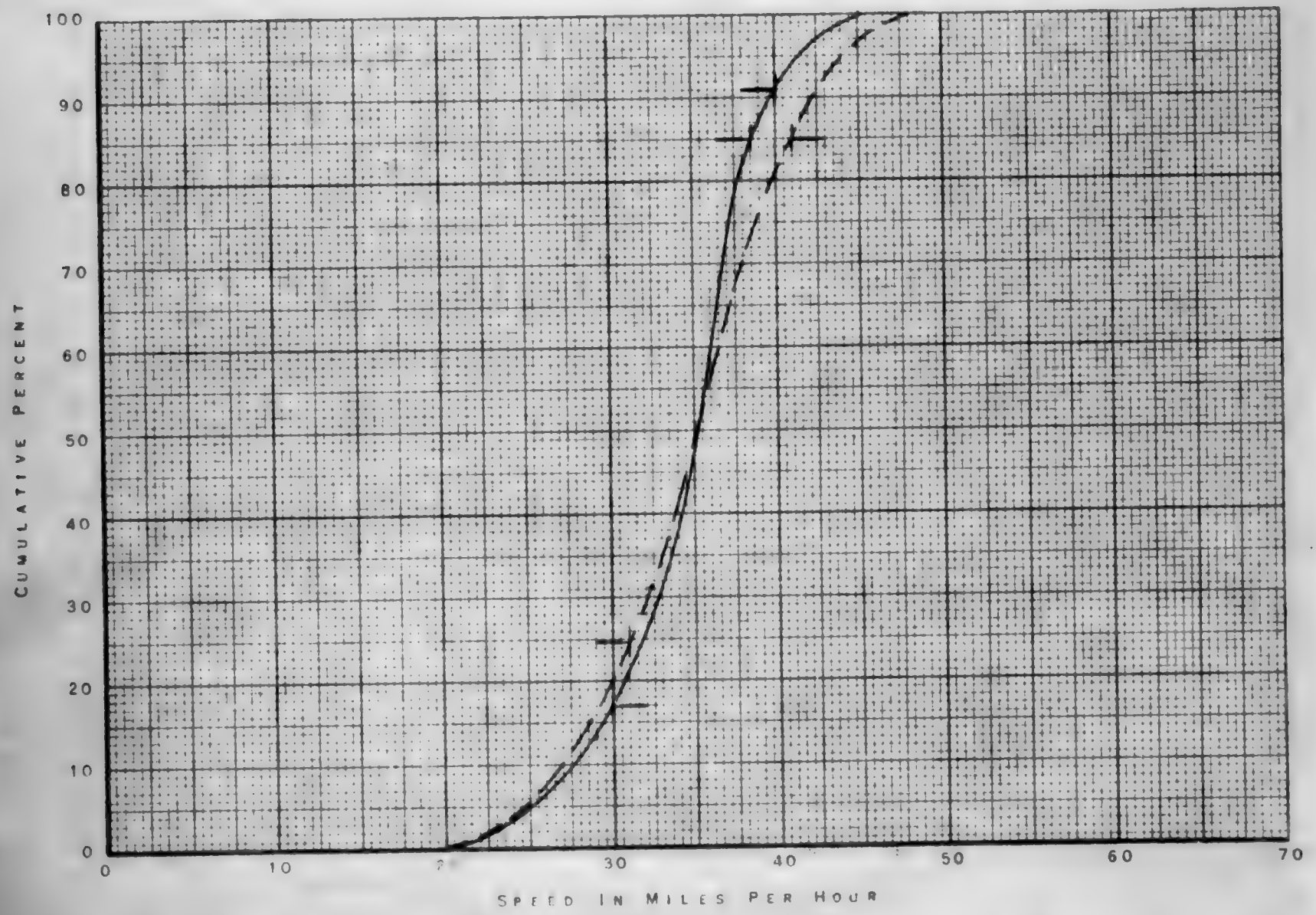


Collision Type	1951 – 1952				1953 – 1954				1955				1-1-56 To 8-31-56				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end						1	8	9			1	1			7	7		1	16	17
Sideswipe																				
Turning Movement			4	4		2	7	9		1	2	3						3	13	16
Parking																				
Non-collision																				
Fixed Object		1		1			1	1										1	1	2
Pedestrian																				
Backing											2	2							2	2
Misc																				
TOTAL		1	4	5		3	16	19		1	5	6			7	7		5	32	37

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. US30 Bypass
HIGHWAY NO. 123
MILE POST 4.72
GENERAL LOCATION On N.E. Killingsworth St., 150 Feet West of N.E. Columbia Boulevard

DATE November 1, 1956
TIME 2:20 PM TO 3:40 PM
PAVEMENT CONDITION Dry
NUMBER IN SAMPLE 193
——— East BOUND
— — — West BOUND



ITEM	East BOUND	West BOUND
85 % SPEED	38.5	41.0
PACE LIMITS	30-40	31-41
MAX. SPEED	45	48

COMMISSIONERS
M. JAMES GLEASON
AL L. BROWN
JACK BAIN

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

DIVISION OF ROADS AND BRIDGES

2110 S.E. MORRISON
PORTLAND 15, OREGON
EA 7-6441

October 3, 1956

Mr. F. B. Crandall
Traffic Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Crandall:

Enclosed is a copy of a letter from Mr. Harry R. Folk, Grand Safety Director, U.S. Air Force at the Portland International Airport.

We feel that the problem in question falls under your jurisdiction rather than ours, however, we would be willing to assist in any investigation which you might make.

Yours truly,

P. C. NORTHROP
Roadmaster

By _____
H. W. Huget
Office Engineer

HWH:nk
CC: Harry R. Folk, Ground Safety Director
Headquarters 337th Fighter Group
United States Air Force
Portland International Airport
Portland 13, Oregon

COMMISSIONERS
M. JAMES GLEASON
ALL BROWN
JACK BAIN

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

DIVISION OF ROADS AND BRIDGES

[redacted]
Portland 12, Oregon
CA 7-8441

October 3, 1956

Mr. F. B. Crandall
Traffic Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Crandall:

It has just recently been brought to our attention that a very bad condition exists at the intersection of N. E. Columbia Blvd. and N. E. Portland Highway.

This past year Owens-Illinois Glass Company has built a large plant immediately north of the U.P. Freight Line and immediately east of N. E. 92d Drive. The main entrance to the plant is via N.E. 92d Drive.

The employees and daily trucking from this plant together with the normal traffic flow on N. E. Columbia Blvd. are experiencing difficulty in entering N. E. Portland Highway from N. E. Columbia Blvd. due to the volume of traffic and sight distance on N. E. Portland Highway.

We feel that this matter falls under your jurisdiction and we are asking that you make an investigation to see if some relief can be given the traffic entering N. E. Portland Highway from N. E. Columbia Blvd.

Yours truly,

P. C. NORTHROP
Roadmaster

By _____
H. W. Huget
Office Engineer

HWH:nk

25 September 1956

Board of County Commissioners
Multnomah County Court House
Portland, Oregon

Gentlemen:

In the interest of traffic safety and the fact that personnel of this Base and others are exposed to the conditions prevalent at the location cited below, consideration is requested of the following suggestion:

Location: Cully Blvd. and NE Portland Hwy
Present Control: "Stop" sign-Cully Blvd. (only)
Peak Periods: 7:15-8:00 AM -- 4:00-5:30 PM
Hazard: Vehicles desiring to cross NE Portland Hwy must take risk, as oncoming vehicles are traveling at a speed which makes attempted crossing of vehicles extremely hazardous
Suggestion: Traffic survey to establish warrant for the need of control, especially during peak hours cited

It is believed that the results of this study will reveal a truly hazardous situation, and that serious accidents may be avoided if condition is corrected.

Please notify us as to the results of action contemplated.

Very truly yours,

HARRY R. FOLK
Ground Safety Director

2-1038 Corvallis Flood Protection 1977
Proj. on [illegible]-Corvallis
[illegible].

2-1033 Corvallis Slope Protection 1957
Proj. on Mill Cr.-Corvallis
W375 Vmm.

RECEIVED
SEP 23 1957
FOR FILING

NOTED
W. C. WILLIAMS

2-1038
Contract #4875

4875

FINAL COST ANALYSIS
Corvallis Slope Protection
Slope Protection
Contractor: S.W. Groesbeck
Res. Engr. S.F. Walters

September 3, 1957
Albany-Corvallis Hwy.
Prefix 2-1038

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Rock Slope Protection	2,702	C. Y.	3.94	3.20	$8,656.88	$10,645.88
Force Account					181.88	181.88
					$8,838.76	$10,827.76

Gross Revenue	$10,827.76
Total Cost	8,838.76
	$ 1,989.00

Net profit equals 18% of Gross Revenue.

RECEIVED
SEP 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

CORVALLIS SLOPE PROTECTION
Contract #4875

Detail of Cost

L A B O R		$1,928.42	
Labor Insurance		154.27	$2,082.69
M A T E R I A L			
Royalty on Rock	2,702 c.y. at $.15	405.30	405.30
E Q U I P M E N T R E N T A L & M I S C. S U P P L I E S			
Equipment Rental Owned		387.50	
Equipment Rental Hired Fully Operated		4,776.15	
Gas, Oil and Grease		35.50	
Bond		63.83	
Move in Freight and Cartage		437.00	
PL and PD Insurance		21.82	
Explosives		250.00	
Home Office and Overhead		378.97	6,350.77
			$8,838.76

CORVALLIS SLOPE PROTECTION
Contract #4875

Detail of Cost

L A B O R		$1,928.42	
Labor Insurance		154.27	$2,082.69
M A T E R I A L			
Royalty on Rock	2,702 c.y. at $.15	405.30	405.30
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PL and PD Insurance		21.82	
Explosives		250.00	
Home Office and Overhead		378.97	6,350.77
			$8,838.76

CORVALLIS SLOPE PROTECTION
Contract #4875

R E M A R K S:

This was a state project calling for construction of 2,702 c.y. of rock slope protection on the Corvallis Section of the Albany-Corvallis Highway in Benton County.

The contract was bid and awarded March 1, 1957. Work started May 1, 1957, and the project completed May 8, 1957.

The contractor moved in a rented 3/4 c.y. shovel and six trucks to the T. J. Starker rock quarry on the Woods Creek Road, located 0.5 miles west of mile point 48.0 on the Corvallis-Newport Highway, on April 30, 1957. He started hauling rock May 1, 1957, and completed the project May 8, 1957.

A total of 2,702 c.y. were loaded, hauled and placed in this period.

The contractor had good bid prices, equipment in good shape, and good supervision, realizing a good profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
JUN 17 1957
FOR FILING

File

OREGON STATE HIGHWAY DEPARTMENT

(date) June 12, 1957

(CONTRACT NO.) 7-1038	(EST. NO.)	(CONTRACTOR)	
4875	2-Final	S. W. Groesbeck	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12813	H-183206	$ 500.00	6/12/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 80 Workdays from 6-1-57

Time Extensions: None

Completion Date: May 8, 1957

Date Accepted: May 16, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: June 13, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
H. B. Glaisyer
asst Secretary

Warrant Mailed: JUN 14 1957
Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 29 1957
FOR FILING

4875

May 28, 1957

CERTIFIED MAIL

St. Paul Fire and Marine Insurance Co.
St. Paul 2
Minn.

Gentlemen:

State Highway Contract No. 4875 for work performed on the Corvallis Section of the Albany-Corvallis Highway in Benton County was completed by the contractor, S. W. Greenbeck, on May 8, 1957 and was formally accepted by the Highway Commission on May 16, 1957.

Final payment in the amount of $500.00 will be released to the contractor on or after June 7, 1957. The total contract amount is $10,827.76, of which amount $181.88 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc: Tromp & McKinley Agency
43 West Broadway
Eugene, Oregon

NOTED ON CARD

RECEIVED
MAY 23 1957
FOR FILING
477

May 22, 1957

CERTIFIED MAIL

St. Paul Fire & Marine Insurance Co.
St. Paul 2
Minn.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to S. W. Crossbeck in connection with Contract No. 4875, for slope protection on the Corvallis Section of the Albany-Corvallis Highway in Benton County. This payment, in the amount of $10,327.76, will be released to the contractor on or after June 1, 1957. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ek

cc: Tramp & McKinley Agency
43 West Broadway
Eugene, Oregon

NOTED ON CARD

Form E-1—1084—1-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 11, 1957, 19

Section Corvallis
Highway Albany-Corvallis
Contractor S.W.Groesbeck
Date of contract March 1, 1957, 19
Date work started April 30, 1957, 19
Project authorization $12,440.25
Exclusive of Engineering $11,55.61

Kind of work Slope Protection
Section prefix 2-1038
Contract number 4875
Date of completion 80 work days from June 1, 19
Estimated date of completion May 8, 1957, 19
Per cent of time elapsed 0 %

Estimated cost of completed project, exclusive of engineering $10,645.88
Estimated per cent overrun or underrun . . . . . 0 %
Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering authorization $884.61
Engineering cost to date $350, 40 %
Date project was completed MAY 8, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the project Wednesday P.M. Material was placed in the most critical areas within the limits of the project, bringing all the bad places up to above the water line so that all sections would have toe erosion protection. Thereafter balance of material was divided amongst those places where erosion had broken into the roadbed shoulder, to bring the rock slope to road level. There was insufficient authorization to complete all areas to complete protection.

FINAL REPORT.

EyB

Signed S.W.Wattles

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 92078

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.38				
Miles partially completed					
Miles completed	.38				
Total estimated quantities (contract)	2,700				
Total quantities corrected to date	2,702				
Estimated quantities moved or placed to date	2,702				
Average daily quantities	450				
Average daily quantities necessary to complete project on time	complete				
Number shifts per day	1				
Hours per shift	10				
Average force on project for week	10				

Men 3

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons 6

Men and tractors

Equipment used during week: Shovels 1....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., wagon drill 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	Cldy		
Wednesday	Rain		
Thursday	Cldy		
Friday	Rain		
Saturday			

RECEIVED
APR 2 - 1957
FOR FILING
2-1038
1815

April 2, 1957

Mr. S. W. Brossbeak
2387 Alder St.
Eugene, Oregon

Dear Sirt

We enclose herewith for your files a fully executed copy of contract No. 4875, which was awarded to you on March 1, 1957 by the State Highway Commission, for slope protection on the Corvallis Section of the Albany-Corvallis Highway in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

cms

Encl.

RECEIVED
MAR · 5 1957
FOR FILING

4875

March 4, 1957

Mr. Stewart W. Grossbeck
2387 Alder Street
Eugene, Oregon

Dear Mr. Grossbeck:

The State Highway Commission on March 1, 1957, awarded to you State Highway Contract No. 4875 for river bank protection on the Corvallis Slope Protection Project on the Albany-Corvallis Highway in Benton County.

This award was based on your bid of $10,638.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

103-104 [illegible] St.-Glenn[illegible] Rd. 1[illegible]77
[illegible]tenth Pr[illegible]. or Carende
[illegible]78 [illegible].

Mr. Williams

RECEIVED
JUL 22 1957
FOR FILING

NOTED
W. C. WILLIAMS

July 15th, 1957

FINAL COST ANALYSIS

Flavel St.-Glenecoe Road — Asphaltic Concrete Footpath — Cascade Highway
Contract #4876 — Portland Road & Driveway Co., Contractor — Prefix 103-1064
James Don, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$150.00	$113.86	$ 113.86	$ 150.00
General Excavation, Unclassified	219.5	Cu. Yd.	3.50	3.10	681.40	768.25
Coarse Cr. Material in Footpath Base	194	" "	4.25	4.99	967.89	824.50
3/4"-0 Material in Footpath	111	" "	5.00	6.35	705.00	555.00
Sprinkling	3	M/Gal.	7.00	8.51	25.52	21.00
Class "C" Asphaltic Concrete in Footpath	319.16	Ton	12.00	13.25	4,227.76	3,829.92
Force Account					341.65	391.76
					$ 7,063.08	$ 6,540.43

Gross Revenue	$6,540.43
Total Cost	7,063.08
Net Loss	$ 523.65

Net Loss Equals 8% of Gross Revenue

RECEIVED
JUL 19 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Detail of Cost

Contract #4876

Labor:						
Supervision and Labor					$3,188.13	
Labor Insurance					227.31	
Health and Welfare Insurance					122.00	
						$3,537.44
Equipment Rental & Misc. Supplies:						
Equipment Rental					$ 594.70	
Gas, Oil and Grease					179.86	
Bond					44.42	
P.L. and P.D. Insurance					34.35	
Office and Overhead					196.20	
Small Tools & Misc.					318.81	
						1,368.34
Materials:						
Crushed Rock Base	194	Cu. Yd.	at	$1.60	$ 311.75	
3/4" Crushed Rock	111	" "	"	2.25	249.75	
Class "C" Asphaltic Concrete	319.16	Ton	"	5.00	1,595.80	
						2,157.30
Total Cost						$7,063.08

Remarks:

This project was a "State Project" calling for construction of 1.02 miles of asphaltic concrete footpath, involving approximately 310 cu. yd. of excavation, 280 cu. yd. of stone base material and 280 tons of asphaltic concrete.

The north end of the project is at Station 305+87.5, which station is approximately 45 feet southerly of the intersection of S. E. 82nd Avenue with the centerline of S. E. Flavel St. The south end of the project is at Station 375+45, which station is at the intersection of S. E. 82nd Avenue with the northerly curb line of Glencoe Road. The overall length of the project is 1.32 miles.

The contract was awarded March 1st, 1957. Work started March 29th, 1957. Grading was very sketchy with power pole in pathway. Removing and rebuilding of fences became a force account item.

Crushed materials were hauled and placed, rolled and processed. Asphaltic concrete was placed in 3 days with a crew of 11 men. Its thickness was 2 inches and 4 feet wide. All materials were placed by hand labor, and labor and labor insurance became 50% of the cost of the project. Prices appeared high but for this type of work were actually low. A loss was accrued.

M. N. Juve
Chief Cost Analyst

By . . H. R. Sturgis

RECEIVED
JUN 19 1957
FOR FILING

files

OREGON STATE HIGHWAY DEPARTMENT

(date) June 19, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4876	2-Final	Portland Road and Driveway Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13558	H-183923	$ 891.76	6/19/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 50 Workdays from 4-1-57

Time Extensions: None

Completion Date: Apr. 26, 1957

Date Accepted: May 16, 1957

Penalties: None of record.

Claims: None of Record

Remarks:

Date: June 20, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Floyd Query
By
Floyd Query, Assistant Secretary

NOTED ON CARD

Warrant Mailed: JUN 21 1957

Ruth Rawlings

RECEIVED
JUN 13 1957
FOR FILING

4 5 76

June 12, 1957

Mr. E. T. Painter
8006 S. E. 82nd Avenue
Portland, Oregon

Dear Mr. Painter:

Please be advised that we have looked into the matter of the complaint as set forth in your letter of May 21 as to the finishing of the slope on the back side of the asphaltic concrete sidewalk recently installed along 82nd Avenue in front of your place.

I find that the sidewalk slope was finished in exactly the same manner on your place as it was throughout the job. The back side of the sidewalk embankment was covered with 3/4"-0 crushed rock and this material has not sloughed off beyond the line of the sidewalk easement.

I do understand that you contemplate leveling off your lawn with topsoil to the elevation of the sidewalk. It seems that when you do this, the slope that is objectionable to you will be covered, as you will no doubt build right up to the sidewalk line.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. R. L. Porter
Mr. A. G. Skelton

LHY:jc fn

FORM E-30X—60M—11-56—80228

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 7th, 1957

SUBJECT: Flavel St.-Glencoe Road
Contract No. 4876

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: L. H. Young

Under date of May 31, 1957, your assignment 29Y, you wrote forwarding copy of a letter from E. T. Painter, concerning the shoulder on the back side of the recently installed asphaltic concrete footpath which he thinks was left unfinished. You asked that we investigate this matter, make necessary corrections, and report to your office.

I am forwarding herewith report dated June 5, 1957 from James Don, resident engineer on the Flavel Street-Glencoe Road footpath project, contract No. 4876. You will note from Don's report that the back slope for the footpath was constructed in the same manner that other sections of this footpath were made, and that the entire footpath was constructed on the easement we obtained.

It is my understanding from Don that the Painters plan on leveling up their lawn area with topsoil, and Don suggested to them that the back slope be covered at that time, which would simplify the mowing that they apparently are concerned with.

I would recommend that no further action be taken on this matter.

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: James Don

CONSTRUCTION DIVISION
RECEIVED
JUN 10 1957
NOTED-

FORM E-80X—87,500—2-58—82937

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 5th, 1957

SUBJECT: Flavel St.-Glencoe Road
Contract 4876
File 186

To:
A. J. Swelton

The complaint of Mr. E. T. Painter on the 82nd Street footpaths involves the area on the easterly side of 82nd Street between Station 317+62 and Station 318+62 of the above mentioned project.

I looked at this area and could see no reason for the complaint. The footpath is built on a fill of approximately one foot with a gravel material of maximum size of 1-1/2-0. The walk along the back edge is rolled and compacted to prevent ravel with burm and heavy fill materials covered with clean 3/4"-0 crushed rock. There are some places along the fill where people have stepped and caused some marks, but in no case has the materials sluffed beyond the right of way, and no place where the back slope is in any condition to warrent a complaint.

The property owner wants the slope back of the walk paved to the original ground. This request was originally made when the walks were being built, and was refused at that time as there was no slope problem involved. The property owner states they cannot cut the lawn with a power mower at the toe of the slope.

James Don

JAMES DON
Resident Engineer

JD:w

FORM E-30X—37,500—2-56—62987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 5th, 1957

SUBJECT: Flavel St.-Glencoe Road
Contract 4876
File 186

To:
A. E. Skelton

The complaint of Mr. E. T. Painter on the 82nd Street footpaths involves the area on the easterly side of 82nd Street between Station 317+62 and Station 318+62 of the above mentioned project.

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The property owner wants the slope back of the walk paved to the original ground. This request was originally made when the walks were being built, and was refused at that time as there was no slope problem involved. The property owner states they cannot cut the lawn with a power mower at the toe of the slope.

James Don

JAMES DON
Resident Engineer

JD:w

- C O P Y -

May 21-57
State Highway Dept.

Dear Sir:

I am the property owner at 8008 S. E. 82nd Portland Oregon. (Corner of Crystall springs blvd. My Wife and I signed an aggrement to have the sidewalk installed on 82nd. st. I wish you would look in to the matter, they - left the inside sholder of the walk unfinished I wish a reply on this. Thanks for your consideration. I remain

/S/ E. T. Painter

8008 S. E. 82nd

- C O P Y -

May 21-57
State Highway Dept.

Dear Sir:

I am the property owner at 8008 S. E. 82nd Portland Oregon. (Corner of Crystall springs blvd. My Wife and I signed an aggrement to have the sidewalk installed on 82nd. st. I wish you would look in to the matter, they - left the inside sholder of the walk unfinished I wish a reply on this. Thanks for your consideration. I remain

/S/ E. T. Painter

8008 S. E. 82nd

RECEIVED
JUN 5 1957
FOR FILING

4876

June 5, 1957

CERTIFIED MAIL

Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4876 for work performed on the Flavel St.-Glenco Road Section of the Cascade Highway in Clackamas and Multnomah Counties was completed by the contractor, Portland Road & Driveway Co., on Apr. 26, 1957 and was formally accepted by the Highway Commission on May 16, 1957.

Final payment in the amount of $891.76 will be released to the contractor on or after June 15, 1957. The total contract amount is $6,540.43, of which amount $391.76 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
JUN 5 1957
FOR FILING

105 1664

4876

June 4, 1957

Mrs. Addie M. LeMire
6317 S. E. Clatsop Street
Portland 66, Oregon

Dear Mrs. LeMire:

With reference to your letter of May 28 please be advised that we will have a right of way agent contact you in the near future regarding your giving of a four-foot construction easement along the front of your property.

Upon execution of such an easement we will proceed to build the asphaltic concrete sidewalk as we have in front of other properties along this street.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. G. Skelton

LHY:jc fn

FORM S-90X—97,500—8-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 3, 1957

SUBJECT: Flavel Street-Glencoe Road
Cascade Secondary Highway
Contract No. 4876

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

I am forwarding herewith a copy of a letter from Mrs. Addie M. LeMire in which she indicates that they are willing to give us four feet in front of their property if we will build the A.C. walk as we have on the other properties along this street.

Will you please have a Right of Way Agent contact Mrs. LeMire and, upon getting the signed easement, proceed with the construction of this walk. This can be done under the existing State forces order which has been issued on this job.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc Forrest Cooper
R. L. Porter

May 28, 1957

State Highway Commission
Salem, Oregon

Dear Sirs:

This is in regard to property we own at 7732 S. E. [illegible] Avenue, which has about a 50-foot frontage. We will donate four feet along the front for [illegible] road.

Sincerely,

[illegible] LeVire
(Mrs. Gerald E.)

Gerald E. and Addie M. LeVire
7717 S. E. Clinton Street
Portland, Oregon (66)

CONSTRUCTION DIVISION
RECEIVED
MAY 31 1957
NOTED-- CE ADE ADE DOE

NOTED
W. W. STIFFLER

RECEIVED
MAY 29 1957
OREGON
STATE HIGHWAY COMMISSION

Form E-1—10M—10-54

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 11, 19 57

Section Flavel St. - Glencoe Road

Highway Cascade

Contractor Portland Road & Driveway Co.

Date of contract March 1, 19 57

Date work started March 29, 19 57

Project authorization . . . . . $ 8,462.81

Exclusive of Engineering . . . . . $ 7,861.01

Kind of work Asphaltic Concrete Footpath

Section prefix 103-1064

Contract number 4876

Date of completion 50 Work days from 4/1/57, 19

Estimated date of completion April 26, 19 57

Per cent of time elapsed 40 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 7440.43

Estimated per cent overrun . . . . . 2.27 %

Per cent of contract completed, based on total contract price . . . . . 103.82 %

Engineering authorization . . . . . $ 601.80

Engineering cost to date $ 1114.78, 185.24 %

Date project was completed April 26, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No work as Contractor completed project on April 26, 1957.

Semi-final Estimate submitted to Division Office as of 5/11/57

CONSTRUCTION DIVISION
RECEIVED
MAY 13 1957
HIGHWAY DEPT.

Noted
M. N. Juve

Signed By Dale E. Stevens
James Don, Resident Engineer

Address P.O.Box 4699, Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 60713

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.02	1.02			
Miles partially completed	0	0			
Miles completed	1.02	1.02			
Total estimated quantities (contract)	310 C.Y.	280 C.Y.			
Total quantities corrected to date	219.5	305 C.Y.			
Estimated quantities moved or placed to date	"	"			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair-Warm		
Tuesday	Overcast		
Wednesday	Rain		
Thursday	Fair		
Friday	Overcast most of day		
Saturday			

RECEIVED
APR 3 - 1957
FOR FILING

April 2, 1957

Portland Road & Driveway Co.
7295 S. E. King Road
Portland 22, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4876, which was awarded to you on March 1, 1957, by the State Highway Commission for asphaltic concrete footpath on the Flavel St.-Clarnco Road Section of the Cascade Highway in Clackamas and Multnomah Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

cm

Encl.

RECEIVED
MAR 26 1957
FOR FILING

RECEIVED
MAR 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 25, 1957

SUBJECT: Flavel Street-Glencoe Road
Cascade Highway
Contract No. 4876

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

I wish to draw to your attention the easements taken on the following property and the State's obligation under these easements:

File No. 25202, George C. Krebs, et ux, Station 312+15 to Station 313+60. State to remove hedge.

File No. 25215, Ella I. Krebs, Station 337+60 to Station 338+60. State to move fence and construct new concrete steps.

File No. 25218, R. J. Strasser, et ux, Station 341+60 to Station 342+60. State to remove hedge as required.

File No. 25275, George R. Burton, et al. No State obligation.

Will you please submit price agreements or extra work orders to accomplish the obligated work under the foregoing easements.

On the following easements the Right of Way Department is again going to contact the property owners and see if they will give us a 4-foot easement if we will accept the responsibility for moving the fence back:

File No. 25204, Henry Linger, et al, Station 315+25 to Station 316+25. Width reduced due to 7' cyclone fence.

File No. 25268, Filomena Elardo, Station 353+00 to Station 355+00. Width reduced due to cyclone fence.

The Right of Way Department will advise us as to how to proceed as soon as they have made contact with the owners.

Tom Edwards
Construction Engineer

By L. H. Young

NOTED
FORREST COOPER

L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper
R. L. Porter

FORM E-725 50M REVISED 2-52

RECEIVED

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
Coos Bay

CHAS. H. REYNOLDS, MEMBER
La Grande

M. K. McIVER, MEMBER
Portland

H. B. GLAISYER
SECRETARY

103-1064

1876

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

March 8, 1957

Kendall Water District
7812 S.E. Harney Street
Portland, Oregon

Re: Kendall Water District
Water System Adjustment
Flavel St.-Glencoe Rd. Footpath
Cascade Highway
Multnomah County

Gentlemen:

On March 1, 1957, a contract was awarded on the above titled project and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction.

These are four meter box covers within the existing right of way between Flavel Street and the Clackamas County Line which are within the existing right of way. It, therefore, will be your obligation to make the necessary adjustments without cost to the State.

In addition thereto there are six meter boxes which are on private property and it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the adjustment work, exclusive of any improvements in the value of these facilities not made necessary by the rearrangement thereof with credit for proper salvage value which may be derived from the existing facilities.

It is requested that you proceed with the work as soon as reasonably may be possible. Further details may be secured from Mr. James Don, Resident Engineer on the project, with headquarters in Portland.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. A. G. Skelton
Mr. James Don

NOTED
FORREST COOPER

FORM B-[illegible] REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 8, 1957

Barwell Park Water District
8101 S.E. Wing Street
Portland, Oregon

Re: Barwell Park Water District
Water System Adjustment
Flavel St.-Glencoe Rd. Footpath
Cascade Highway
Clackamas County

Gentlemen:

A contract on the above titled project was awarded by the Highway Commission on March 1, 1957 and it appears that some of your facilities must be adjusted in order to accommodate the highway construction.

There is one valve box cover to be raised at Highway Engineer's Station 371+60. This was placed under Permit No. 2732, dated August 17, 1948, so that it will be your obligation to adjust this valve box cover at your expense.

There are also approximately six meter box covers to conform to the grade line of the footpath, on the section of the project between the Multnomah County Line and Glencoe Road. These meters are located on private property and it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the adjustment of these facilities, exclusive of any improvements in the value thereof not made necessary by the work to be done and with credit for any proper salvage value which may be derived from your existing facilities.

Further details may be secured from Mr. James Don, Resident Engineer on the project, with headquarters in Portland.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. A. G. Skelton
Mr. James Don

[illegible] E D

FORM S-119 50M REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 8, 1957

Portland Gas and Coke Company
920 S.W. 6th Avenue
Portland, Oregon

Re: Portland Gas and Coke Company
Gas Line Adjustment
Flavel St.-Clencoe Rd. Footpath
Cascade Highway
Multnomah and Clackamas Counties

Gentlemen:

Bids on the above titled project were received on March 1, 1957 and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction.

The adjustment involves the lowering of two line valve box covers at Stations 320+18 and 325+25. In view of the fact that these facilities were located under the terms of Permit No. 3795, dated April 29, 1955, it will be your obligation to make the necessary adjustments without cost to the State.

In addition, it will be necessary to raise your service valve box covers at Stations 307+07 and 332+07. These service valves are on private property and it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of this work, exclusive of any improvements in the value of these facilities not made necessary by the rearrangement thereof and with credit for proper salvage value derived from the existing facilities.

In order that the Highway Commission may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you write us accepting this request and offer of the Highway Commission to make compensation and give us your estimate of the cost of the work segregated as to labor, equipment rentals, materials and estimated salvage on the work for which the Commission is to reimburse you.

Further details may be secured from Mr. James Don, Resident Engineer on the project, with headquarters in Portland.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. A. G. Skelton
Mr. James Don
Mr. S. H. Probert

NOTED
FORREST COOPER

FORM E30—50M—6-56—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1957

SUBJECT: Adjustment of water system facilities

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

We are in receipt of a communication from the Legal Department in which they state that the Highway Department cannot participate in the moving costs of water systems which are occupying State right of way, presumably either by permit or sufferance. It has been common practice in the past to assume a portion of these moving costs by paying for the labor and minor replacement materials involved in the moving of the so-called surface facilities, i.e., meter boxes, water services, fire hydrants, valve boxes, etc.

This is not very serious as to the instant cases which had been referred to the Legal Department (Kendall Water District and Barwell Water District on the Flavel Street-Glencoe Road sidewalk project) as the work involved is mostly adjustment of meter boxes, the majority of which were on private property. However, the implications of this ruling can be far reaching and on future jobs could be very serious. It is quite forseeable that in carrying out our future program that water facilities will be encountered belonging to a water district unable to respond financially to the demand made upon them for the rearrangement of their facility. This could well cause a claim of damage from our contractor for delay or if moved by State forces it could lead to liability for water service interruption or mal-functioning.

This is brought to your attention at this time so that if, in your opinion, some permissive legislation should be enacted, action can be taken while the Legislature is still in session.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

RECEIVED
MAR 8 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

RECEIVED
MAR 5 1957
FOR FILING

103-1064

4876

March 4, 1957

Portland Road and Driveway Company
7295 S. E. King Road
Portland 22, Oregon

Gentlemen:

The State Highway Commission on March 1, 1957, awarded to you State Highway Contract No. 4876 for the Flavel Street-Glencoe Road Footpath Project on the Cascade Highway (S. E. 82nd Avenue) in Clackamas and Multnomah Counties.

This award was based on your bid of $5,922.50, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
NOV 14 1956
FOR FILING

4876

121

November 13, 1956

Kendall Community Club
8626 S. E. Garden Lane
Portland 66, Oregon

Attention: Mr. Chas. E. Langley, Secretary

Gentlemen:

In reply to your letter of October 16, 1956, I wish to advise that the delay in getting started on the footpath project southerly from Flavel Street on 82nd has been occasioned by the necessity of acquiring easements from the property owners and in the preparation of plans.

Up to the present time we have been able to get easements from the abutting property owners on approximately 60 per cent of the over-all length, and on these sections we intend to let a contract within the next two or three months for the construction of a four-foot path.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:mc

cc Mr. W. C. Williams

RECEIVED
NOV 7 1956
FOR FILING

16 = 1064
876

November 5, 1956

Mr. Charles E. Langley, Secretary
Kendall Community Club
8626 S. E. Gardena Lane
Portland 66, Oregon

Dear Sir:

In reply to your letter of October 3, I wish to advise that the delay in contracting for footpaths southerly from Flavel Street on 82nd has been occasioned by difficulties in connection with right-of-way acquisition. At the present time we have acquired about 60 per cent of the necessary right of way, and on this basis intend to award a contract within the next two or three months for those portions where we have been able to arrange for right-of-way easements.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper

FC:me fn

October 23, 1956

Mr. Charles E. Langley, Secretary
Kendall Community Club
8626 S. E. Garden Lane
Portland 66, Oregon

Dear Mr. Langley:

This will acknowledge receipt of your letter of October 16, 1956 regarding the construction of a footpath along S. E. 82nd Avenue between S. E. Glencoe Road and S. E. Flavel Street, a copy of which was sent to Mr. W. C. Williams, State Highway Engineer.

I can assure you that your project has not been forgotten. Mr. Williams presently is not in the office, but it is my understanding that it is his intention to write you on this subject.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: W. C. Williams

October 23, 1956

Mr. Charles E. Langley, Secretary
Kendall Community Club
8626 S. E. Garden Lane
Portland 66, Oregon

Dear Mr. Langley:

This will acknowledge receipt of your letter of October 16, 1956 regarding the construction of a footpath along S. E. 82nd Avenue between S. E. Glencoe Road and S. E. Flavel Street, a copy of which was sent to Mr. W. C. Williams, State Highway Engineer.

I can assure you that your project has not been forgotten. Mr. Williams presently is not in the office, but it is my understanding that it is his intention to write you on this subject.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: W. C. Williams

Kendall Community Club

8101 S. E. Cornwell Street
Portland 66, Oregon

Portland, Oregon.
Nov. Oct. 16, 1956.

To:
State Highway Comm.
Salem, Ore.

Copyto:
W.C.Williams
State Hwy. Eng.
Salem, Ore.

From:
Kendall Community Club
8101 S.E.Cornwell St.
Portland-66-Ore;

Dear Sirs,

Enclosed is a copy of a letter to the State Highway Commission and the State Highway Engineer. dated Nov. 30, 1955. Inthe same inclosure a copy dated Mar.28, 1956 is a reply to the above letter.

Since natures routine has caused a change in the State Highway Engineer's office and considerable time has elapsed we of the Kendall Community Club would like to restate our interest in this sidewalk problem.

Winter is about upon us and children are once again in school. Many others must walk in the road to and from stret cars and busses. These conditions create a serious hazard to life and limb.

The problem again prompts us to ask will these walks be constructed and can the department give any idea when this project might be expected to begin.

Respectfully Yours,

Chas. E. Langley

Chas.E.Langley, Sec.
Kendall Community Club
8626 S.E.Garden Lane
Portland-66-Oregon.

RECEIVED
OCT 19 1956
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

Kendall Community Club

8101 S. E. Cornwell Street
Portland 66, Oregon

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

(COPY)

March 28,1956

Mr.Earl Cole, Secretary
Clackamas County Federation of
Community Clubs
2628 Wake Street
Milwaukie, Oregon.

Dear Mr. Cole:

Sometime ago you directed a communication to the State Highway Commission in which you urged inbehalf of your Association construction of a sidewalk on S.E. 82nd. Ave. Between S.E.Glencoe Road and S.E.Flavel Street.

I wrote you on Dec.23, 1955 that your letter was brought to the attention of the members of the State Highway Commission and that it was referred to the Engineer for a report. Such investigation has been made and the report was rendered to the Commission at it's meeting on Mar.1.

As a result of careful consideration of the factual information contained therein, the Commission authorized construction of a 4-foot path on all portions where right of way is donated by the property owners, and a 2-foot path on portions where the property owners will not donate the right of way.

I have not been informed just the work will be done but, of course, it will have to wait until the right of way situation has been clarified.

Respectfully Yours,

H.B.Glaisyer

Secretary
OREGON STATE HIGHWAY COMMISSION.

HBG:mm

cc; Harold F.Juedes
Rev.W.L.Killian
Mrs.Fred J.Raynor
Mrs.Zack Cottrell
Charles E.Langley

Kendall Community Club

8101 S. E. Cornwell Street
Portland 66, Oregon

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

(COPY)

March 28,1956

Mr.Earl Cole, Secretary
Clackamas County Federation of
Community Clubs
2628 Wake Street
Milwaukie, Oregon.

Dear Mr. Cole:

Sometime ago you directed a communication to the State Highway Commission in which you urged inbehalf of your Association construction of a sidewalk on S.E. 82nd. Ave. Between S.E.Glenoce Road and S.E.Flavel Street.

I wrote you on Dec.23, 1955 that your letter was brought to the attention of the members of the State Highway Commission and that it was referred to the Engineer for a report. Such investigation has been made and the report was rendered to the Commission at it's meeting on Mar.1.

As a result of careful consideration of the factual information contained therein, the Commission authorized construction of a 4-foot path on all portions where right of way is donated by the property owners, and a 2-foot path on portions where the property owners will not donate the right of way.

I have not been informed just the work will be done but, of course, it will have to wait until the right of way situation has been clarified.

Respectfully Yours,

H.B.Glaisyer

Secretary
OREGON STATE HIGHWAY COMMISSION.

HBG:mm

cc; Harold F.Juedes
Rev.W.L.Killian
Mrs.Fred J.Raynor
Mrs.Zack Cottrell
Charles E.Langley

Kendall Community Club

8101 S. E. Cornwell Street
Portland 66, Oregon

(COPY)

Portland,Ore.
Nov.30,1955.

To:
State Highway Comm.
Salem, Ore.
Copy to:
R.H.Baldock
Salem Ore.
From:
Kendall Community Club
8101 S.E.COrnwell St.
Portland-66-Ore.

Dear Sirs,

A Citizens Committe for 82nd. Ave. Sidewalks--- Composed of seven local organizations and Kendall Community Club as one of them undertook a survey to determine the desires of the property owners and to what lengths they would go to secure these sidewalks for the safty of pedestrians, especially the youngsters who must use this very busy thoroughfare in going to and from school, chursh services, and other functions of the every day life.

This survey began at Glencoe Road on the south and extended to Flavel St. on the north. Contacts with property owners shows 79% in favor of sidewalks 4% against and 17% indifferent. Of those interested 76% were willing to deed three feet of their property in exchange for sidewalks. Twentyfour percent were willing to sell to the state thre feet of their property for sidewalk purposes. A very small percentage of property owners could not be reached for various reasons.

As a safty measure this group is ready to extend itself to obtain relief from the hazardous condition as now existing in this 82nd. Ave. area.

Respectfully Yours,

Chas.E.Langley, Sec.
Kendall Community Club
Portland-66-Ore.

RECEIVED
NOV 7 1956
FOR FILING

103-1064
4576

November 5, 1956

Mr. Earl Cole, Secretary-Treasurer
Clackamas County Federation of Community Clubs
3628 Wake Street
Milwaukie, Oregon

Dear Sir:

In reply to your letter of November 1, I wish to advise that the Highway Commission plans to award a contract sometime within the next two or three months for construction of footpaths on those portions of 82nd Avenue southerly from Flavel Street where right of way has been made available. The acquisition of the necessary easements has been a long and tedious process; however, at the moment we have about 60 per cent of the lineal distance under option and intend to proceed with construction on these portions as stated above.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper

FC:ms fn

CLACKAMAS COUNTY FEDERATION OF COMMUNITY CLUBS

Milwaukie, Ore.
Nov. Ist. 1956

Mr. W C Williams
State Highway engenneer,
Salam Ore.
Dear Mr. Williams,

At the last meeting of the clackamas county federation, I was instructed to write you in regards to a side walk on 82nd. St. between Flaval St. and Glenco road. Some time ago I wrote to former highway engenneer Mr. Boldock, and the last communication I received was on March 28th.stating that a side walks would be started as soon as the property owners would donate the property.
The commission has authorized this to be done. Would like to hear from you at your earlest convenience.

Earl Cole

Earl Cole
Sect,y Trea,s
3628 Wake St.
Milwaukie,Ore.

RECEIVED
NOV 5 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RECEIVED
MAY 17 1956
FOR FILING

103-1064

4876

Harold F. Juedes
Chair. Citizens Committee
For Sidewalks Along 82nd Street
8715 S. E. 91 Street
Portland 66, Oregon
5-14-56

R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Baldock:

Just a word of thanks in appreciation for your effort in helping to obtain walks along 82nd Street from Glencoe Road to Flavel Street.

We hope that this project can be completed as soon as it is humanly possible.

Thanks again for your splendid cooperation.

Very truly yours,

Harold F. Juedes

Harold F. Juedes,
Chairman, Citizens Committee
for Sidewalks Along 82nd
Street

REFERRED TO
Williams.
By State Highway Engineer

NOTED
State Highway Engineer

When we
merge & do this

Just as soon as the
R.O.W is donated as
Promised. Descriptions are
W.C.W. being
prepared
now.

RECEIVED
MAY 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1956
FOR FILING

March 28, 1956

Mr. Earl Cole, Secretary
Clackamas County Federation of
Community Clubs
2628 Wake Street
Milwaukie, Oregon

Dear Mr. Cole:

Sometime ago you directed a communication to the State Highway Commission in which you urged in behalf of your Association construction of a sidewalk on S.E. 82nd Avenue between S.E. Glencoe Road and S.E. Flavel Street.

I write you on December 23, 1955 that your letter was brought to the attention of the members of the State Highway Commission and that it was referred to the Engineer for a report. Such investigation has been made and the report was rendered to the Commission at its meeting on March 1.

As a result of careful consideration of the factual information contained therein, the Commission authorized construction of a 4-foot path on all portions where right of way is donated by the property owners, and a 2-foot path on portions where the property owners will not donate the right of way.

I have not been informed just when the work will be done but, of course, it will have to wait until the right of way situation has been clarified.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Harold F. Juedes
Rev. W. L. Killian
Mrs. Fred J. Raynor
Mrs. Jack Cottrell
Charles E. Langley

RECEIVED
MAR 8 - 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
March 7th, 1956

SUBJECT: Sidewalk Construction
Glencoe Rd.-Flavel St.
82nd Avenue

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

As per Item 3h on the March Commission agenda, it has been decided to construct a footpath on both sides of 82nd Avenue between Glencoe Road and Flavel Street. Where right of way is donated by the property owners a 4-foot path will be constructed. Where right of way is not donated the footpath will be constructed 18 inches wide adjacent to the curb so as to form a 2-foot path.

Will you please immediately prepare right of way descriptions covering the extra 3 feet of right of way necessary for the construction of the 4-foot path.

L. H. Young
Ass't. Construction Engineer

LHY:AR

cc to: W. C. Williams

RECEIVED
FEB 27 1956
FOR FILING

102-1064
4 & 7L

February 24, 1956

Oregon State Highway Commission

Gentlemen:

On the Summary of Unfinished Business of January 27, Item No. 3 pertains to a request for sidewalk construction on 82nd Avenue between Clarence Road and Flavel Street. You asked me to make an investigation and report to you at the next meeting.

We have conducted a very extensive survey and investigation, and the following facts have been determined:

1. It is estimated that, to construct a four-foot wide footpath, which would require an additional three feet of right of way, would cost $16,500 to provide a footpath on both sides. Now this estimate does not include any right-of-way acquisitions. Willingness to deed three additional feet of width, without cost, has been indicated by 76 per cent of the property owners. On these portions the four-foot path would be constructed. On the remaining 24 per cent we can provide for a two-foot footpath within our existing right of way, this by utilizing the six-inch top width of the curb plus an additional 1½-foot to the property line. While the two-foot width is rather narrow, it still would provide single-file pedestrian movement, and it is quite probable that a good many of the property owners who would not now dedicate additional width would do so in the future.

2. Another proposal was the constructing of a curb approximately four feet out in what is now the parking area, which would, of course, necessitate the prohibition of all parking. To provide a footpath on both sides by this manner would cost $13,000, and it is quite certain that there would be tremendous objections from roadside establishments to the prohibition of parking. It, therefore, appears that if a footpath is to be provided it should be outside of the existing curb.

3. The warrant for footpath construction, which is determined by the accident factor and cost, is 0.96, or practically unity. However, it is a certainty that with the wide highway now provided and the increased speeds possible, the accident pattern will be worse, and one fatality would more than double the warrant. Therefore, there is warrant for the construction of a footpath.

This matter will be on the agenda, and I recommend the procedure as outlined in Item 1 above, wherein we would construct a four-foot path on all portions where the right of way is donated and a two-foot path on those portions where property owners will not donate the right of way.

As this project is not included in our 1956 budget, it will be necessary to finance the same from unallocated highway funds if you approve the project.

Very truly yours,

S. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper
Mr. F. B. Crandall
Mr. S. H. Probert
Mr. C. H. Maisen

WCW:me fn

FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 21, 1956

SUBJECT: Proposed Footpath
S. E. 82nd Avenue
Assignment No. 6349

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

In accord with above indicated assignment, we have made necessary investigation and obtained pertinent factors necessary to computation of warrant for construction of proposed footpath on both sides of S. E. 82nd from S. E. Flavel Street to King Road. The warrant is determined to be 0.96 and I attach hereto detailed report of investigation and computation.

I wish to draw your attention to the fact that our formula for computation of warrant incorporates the factor of pedestrian accidents. It has only been a short time since the section in question was widened to four lanes and, therefore, we have not attempted to determine or incorporate in the computation any factor for pedestrian accident. Subsequent to completion of the widening project, there has been one reported pedestrian accident which was a non-fatal involving an intoxicated pedestrian, and we were not able to determine whether the pedestrian was walking along or crossing S. E. 82nd. Of course, in our formula, we include only those pedestrian casualties wherein the pedestrian was walking along rather than crossing the roadway. I point this out in that in the passage of time and under present conditions we might expect a pedestrian casualty and that such factor incorporated in the formula would make considerable difference — the warrant factor varies directly as the number of pedestrian casualties. Put another way, one pedestrian casualty would double the warrant value.

I am returning your file.

F. B. Crandall
Traffic Engineer

FBC:ng
Attachments

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
February, 1956
FOOTPATH INVESTIGATION
Cascade Highway - S.E. 82nd Avenue - South of Portland
ORE213 - Hwy. No. 160 - M.P. 6.49 to M.P. 7.99

Recommendation:

As a result of this investigation, it is recommended that a bituminous paved footpath be constructed on both sides of S.E. 82nd Avenue, Hwy. No. 160, from S.E. Flavel Street to King Road. The estimated cost for constructing this footpath is $16,500.

Historical Background:

This investigation and report is in response to letters from the Clackamas County Federation of Community Clubs and others requesting sidewalks along S.E. 82nd Avenue from S.E. Flavel Street to S.E. Glencoe Road.

Investigation:

This four-lane section of S.E. 82nd Avenue is 1.50 miles in length. The alignment is level and tangent. During the fall of 1955, this section was widened to a width of 56 feet from curb to curb. There is a moderate amount of parallel parking along both sides of S.E. 82nd Avenue. Roadside culture is relatively dense and is primarily business in character. There are 26 intersecting streets which serve relatively large residential areas. S.E. 82nd Avenue is the primary north-south arterial avenue in this area. There is a 35 MPH speed zone throughout this section. The 1954 ADT varies from 13,500 vehicles near the northerly end to 9,100 vehicles at King Road.

Prior to widening this section to four lanes, there apparently was sufficient shoulder width to provide for parked vehicles and pedestrian movements. Subsequent to pavement widening, pedestrians are required to walk on the pavement adjacent to the curb when there are no parked vehicles. When parked vehicles are present, pedestrians are required to walk in the outside lane of traffic. In most cases, the area outside of the curb lines is unimproved and pedestrian movements are impractical.

Accident data prior to the widening would not be applicable to the existing conditions. Subsequent to the widening project, there has been one reported pedestrian accident. This was a non-fatal accident involving an intoxicated pedestrian. It was not determined whether the pedestrian was walking along or crossing S.E. 82nd Avenue.

During the week of February 6, 1956, there were 16-hour vehicle and pedestrian counts taken at two locations on S.E. 82nd Avenue. The table below shows the total number of pedestrians walking on S.E. 82nd Avenue during the 16 hours of count:

Location	East Side	West Side	Total Pedestrians
Between S.E. Clatsop Street and S.E. Luther Street	73	47	120
Between S.E. Lamphier Street and Otty Street	32	24	56

There were 34% of these pedestrian movements during the hours of darkness. The average number of pedestrians along the entire section was 88. As shown on the data sheet, the Index of Hazard is 106 and the Relative Warrant is 0.96.

The right-of-way width through this section is 60 feet and the pavement is 56 feet wide. Consequently, there is only two feet of useable right-of-way on each side of S.E. 82nd Avenue, including the six inch wide curbs. There are a number of mail boxes and power poles located in the one and one-half foot portion between the right-of-way line and the outside of the curb.

In view of the fact that the Relative Warrant is so near unity, which is the normal criterion for justifying a project, it is recommended that a paved footpath be constructed immediately adjacent to the outside of the existing curb along both sides of S.E. 82nd Avenue from S.E. Flavel Street to King Road. It is further recommended that this footpath be four and one-half feet wide through those locations where the property owner is willing to deed three feet of property to the Oregon State Highway Commission and one and one-half feet wide through the remainder of the section. This footpath should be flush with the top of the existing curb in order that pedestrians can take advantage of the curb width through the narrow portions.

According to information compiled by the Clackamas County Federation of Community Clubs, there are 76% of the property owners willing to deed three feet of their property for the construction of a footpath and 24% willing to sell three feet. It is recommended that no attempt be made to purchase three feet of right-of-way from these 24% of the property owners. Purchasing right-of-way would hardly be equitable to the 76% of the property owners who are willing to deed the property. It is realized that a one and one-half foot footpath through these portions would be inadequate but it is felt that the moral obligation and the benefits derived are primarily the property owners and not the State Highway Commission's. It should also be mentioned that the Highway Department's Chief Counsel has expressed doubt whether the Oregon State Highway Commission has authority to condemn property for the construction of a footpath. Another point is that purchasing additional right-of-way would increase the cost of the project and thereby possibly reducing the Relative Warrant to such a point that the project could not be justified.

At its meeting of December 19 and 20, 1955, the Oregon State Highway Commission considered curbing a four foot portion inside the existing curbs which would be used as a footpath and prohibit parking on both sides. The majority of the roadside culture in this section consists of small business establishments which do not have off-street parking facilities and in many cases, do not have sufficient property to establish off-street parking. For this reason and in view of the vigorous objections that could be expected, this proposal is not recommended. The estimated cost for constructing a curb along the east side of S.E. 82nd Avenue is $6,600.

RDC:kg

OREGON STATE HIGHWAY DEPARTMENT

Traffic Engineering Division

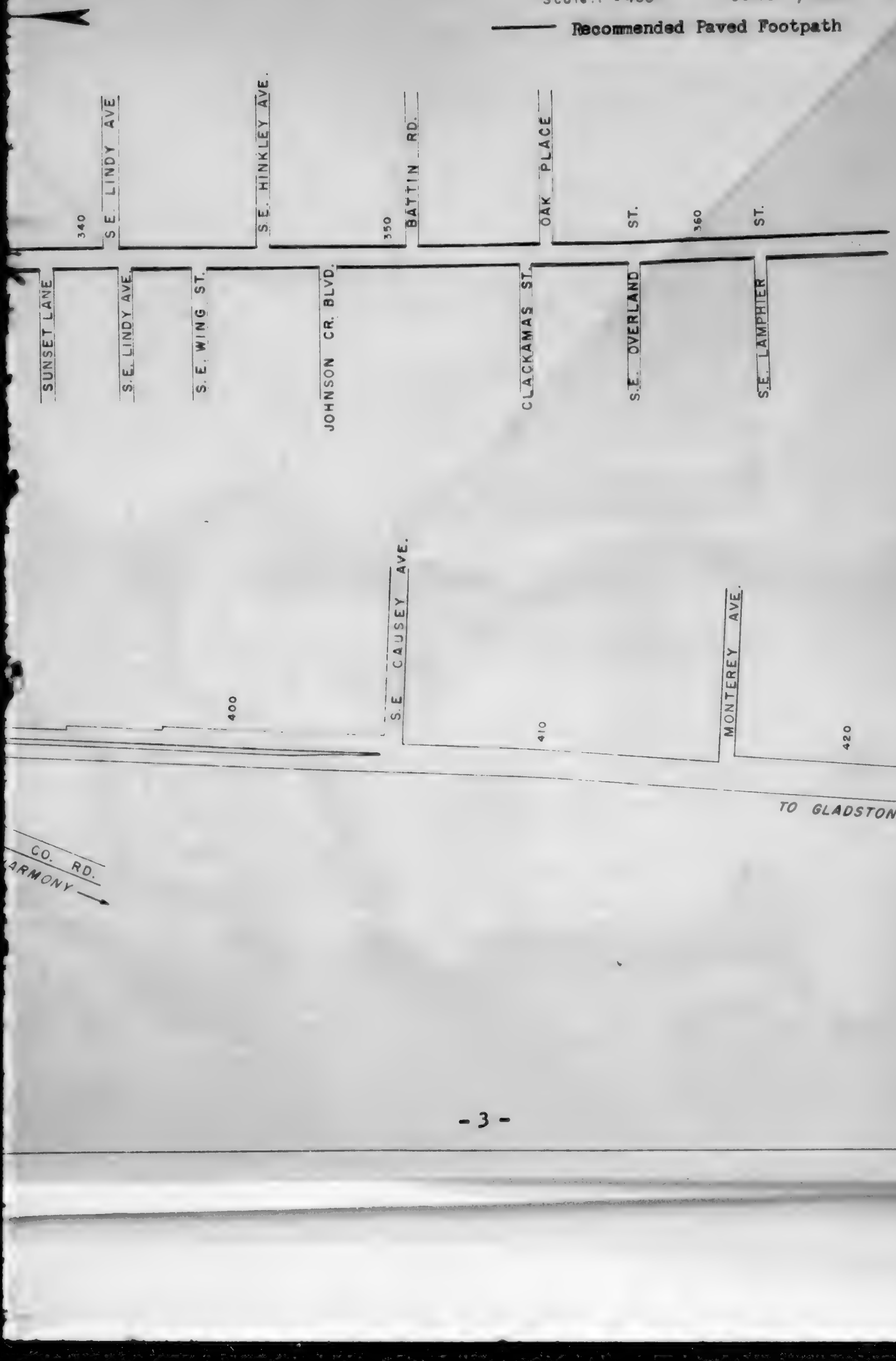
CONDITION DIAGRAM

CASCADE HIGHWAY

ORE 213 Hwy. No. 160 M.P. 6.49 to M.P. 8.50

Scale: 1" = 400' October, 1955

Recommended Paved Footpath



3313

ROSLYN AVE.

OTTY ST

OTTY RD.

370

GLENCOE RD.

S.E. ORCHARD AVE.

380

KING RD.

KING RD.

PRICE - FULLER CO. RD. TO HARMONY

390

S.E. MALDEN

S.E. LAMBERT

S.E. MARK ST.

S.E. CRYSTAL SPRINGS BLVD.

320

JOHNSON CREEK

S.E. HARNEY ST.

MULTNOMAH
CLACKAMAS

S.E. LUTHER

S.E. CORNWELL

SUNSET LANE

S.E. LINDY AVE.

S.E. WING ST.

310 AVE.

ST.

S.E. SHERRETT ST.

330

S.E. CLATSOP ST.

COUNTY
COUNTY

ST.

S.E. GRAY ST.

ST.

340

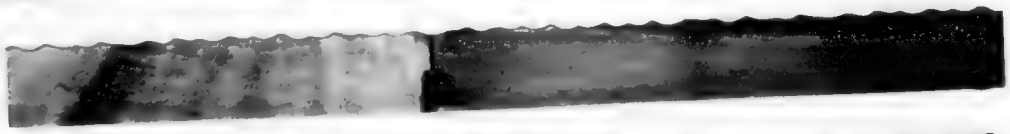
S.E. LINDY AVE.

N

S.E. Portland
213
City Limits
S.E. FLAVEL ST.
82nd Ave.
S.E. MALDEN CT.
S.E. MALDEN
310 ST.
S.E. LAMBERT ST.
S.E. MARK ST.
S.E. CRYSTAL SPRINGS BLVD.
320
JOHNSON CREEK
S.E. HARNEY ST.
S.E. SHERRETT ST.
330
S.E. CLATSOP ST.
COUNTY
COUNTY
S.E. LUTHER
ST.
360
S.E. LAMPHIER ST.
ROSLYN AVE.
OTTY ST.
OTTY RD.
370
GLENCOE RD.
S.E. ORCHARD AVE.
380
KING RD.
KING RD.
MULTNOMAH
CLACKAMAS

1

2



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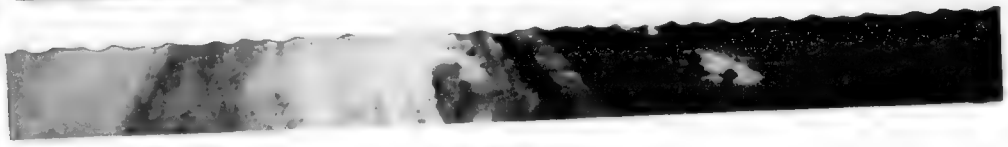


4

TYPICAL VIEWS

Cascade Highway - South of Portland

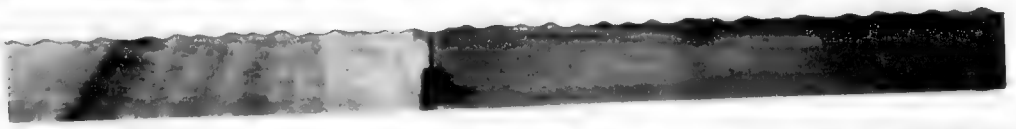
1. Looking south on S.E. 82nd Avenue from S.E. Flavel Street.

2. Looking south on S.E. 82nd Avenue from 100 feet north of S.E. Crystal Springs Boulevard.

3. Looking south along the west side of S.E. 82nd Avenue from S.E. Crystal Springs Boulevard.

4. Looking south along the west side of S.E. 82nd Avenue from S.E. Sherrett Street.

2



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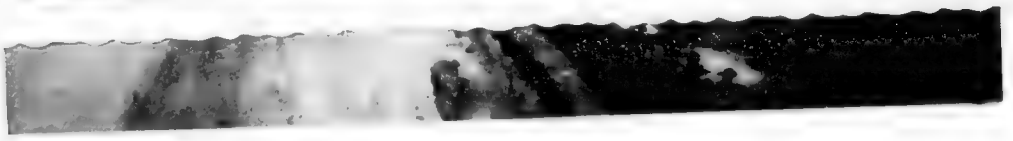

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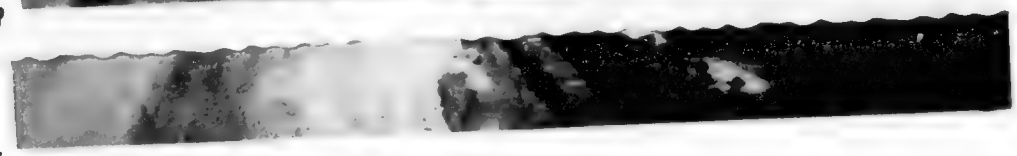

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5

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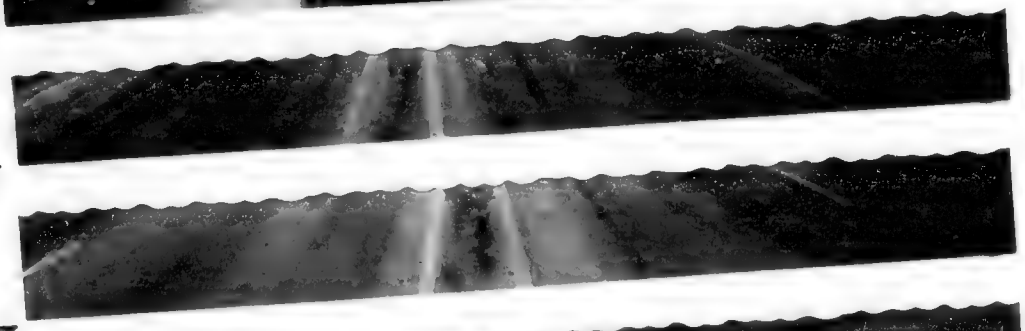

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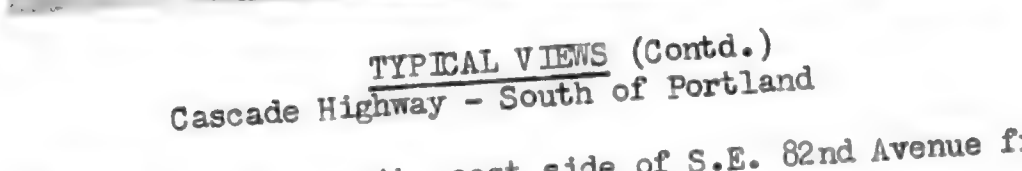


TYPICAL VIEWS (Contd.)
Cascade Highway - South of Portland

5. Looking south along the east side of S.E. 82nd Avenue from S.E. Luther Avenue.

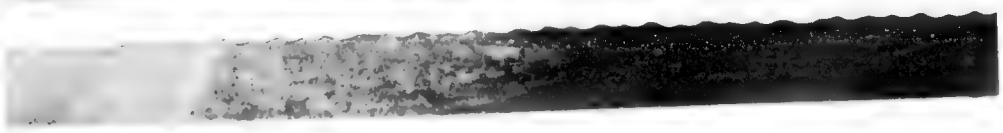
6. Looking south on S.E. 82nd Avenue from 100 feet north of S.E. Johnson Creek Boulevard.

7. Looking south on S.E. 82nd Avenue from S.E. Lamphier Street.

8. Looking south along the west side of S.E. 82nd Avenue from Glencoe Road.

6

7



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TYPICAL VIEWS (Contd.)
Cascade Highway - South of Portland

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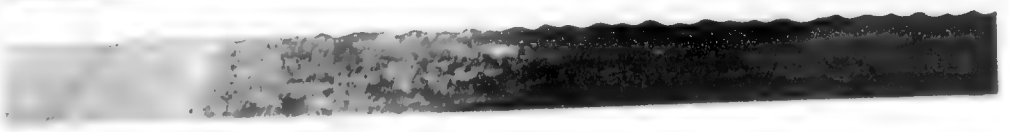

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TYPICAL VIEWS (Contd.)
Cascade Highway - South of Portland

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OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
February, 1956

ESTIMATE OF COST - INDEX OF HAZARD - RELATIVE WARRANT OF PROPOSED FOOTPATH CONSTRUCTION

Location of Project

Highway: Cascade Highway (S.E. 82nd Avenue), Hwy. No. 160
Termini: S.E. Flavel Street to King Road

ESTIMATE OF COST

Length	Total Cost	Cost Per Mile
1.50 miles	$ 16,500	$ 11,000

INDEX OF HAZARD

$$\text{Index of Hazard} = VP\,(1 + F_1 + F_2 + F_3 + F_4 + F_5)$$

$$= (8)\,(4)\,(1 + 0.4 + 0.0 + 1.5 + 0.21 + 0.2)$$

$$= 106$$

RELATIVE WARRANT

$$\text{Relative Warrant} = \frac{\text{Index of Hazard}}{\text{Cost Per Mile in \$100}}\,(1 + \text{casualties per mile per year})$$

$$= \frac{106}{110}\,(1)$$

$$= \underline{0.96}$$

OREGON STATE HIGHWAY DEPARTMENT

Data Sheet
Rural Sidewalk Project Analysis
Index of Hazard

Highway Cascade Highway

Termini S.E. Flavel Street to King Road

	Length	V Vehicle Volume	P Pedestrian Volume	F_1 Shoulder Condition	F_2 Roadway Width	F_3 Darkness Factor	F_4 Vehicle Speed	F_5 Miscel-laneous	Index of Hazard	Casualties per Mile per Year
Urban	1.50									
Urban										
Rural										
Total	1.50	8	4	0.4	0.0	1.5	0.21	0.2	106	0

Shoulder Condition parked vehicles Shoulder Width — % of Pedestrian Movement at Night 34

No. of Lanes 4 Lane Width 10 vehicle Speed 36.6

Index of Hazard = $V P (1 + F_1 + F_2 + F_3 + F_4 + F_5) = 106$

Relative Warrant = $\frac{\text{Index of Hazard}}{\text{Cost Per Mile in \$100}}$ (1 + casualties per mile per year)

Relative Warrant = $\frac{106}{110}$ (1) = $\underline{0.96}$

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

TRAFFIC COUNT ON 82ND AVENUE BETWEEN CLATSOP AND LUTHER STREETS

February 6 and 7, 1956

Time		Total All Vehicle Count Both Directions	Pedestrians Along East Side of 82nd Avenue	Pedestrians Along West Side of 82nd Avenue
6:00 - 7:00 A. M.		241	2	1
7:00 - 8:00 A. M.		681	1	4
8:00 - 9:00 A. M.	A. M.	505	- -	- -
9:00 -10:00 A. M.		469	4	4
10:00 -11:00 A. M.		475	7	- -
11:00 -12:00 A. M.		579	1	1
12:00 - 1:00 P. M.		602	- -	4
1:00 - 2:00 P. M.		654	3	2
2:00 - 3:00 P. M.		678	9	4
3:00 - 4:00 P. M.		666	3	2
4:00 - 5:00 P. M.	P. M.	1039	8	8
5:00 - 6:00 P. M.		974	16	5
6:00 - 7:00 P. M.		689	11	5
7:00 - 8:00 P. M.		572	7	6
8:00 - 9:00 P. M.		377	- -	1
9:00 -10:00 P. M.		424	1	- -
	Total		73	47

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

TRAFFIC COUNT ON 82ND AVENUE BETWEEN LAMPHIER AND OTTY STREETS

February 8 and 9, 1956

Time		Total All Vehicle Count Both Directions	Pedestrians Along East Side of 82nd Avenue	Pedestrians Along West Side of 82nd Avenue
6:00 - 7:00 A. M.	A. M.	183	--	--
7:00 - 8:00 A. M.		611	5	4
8:00 - 9:00 A. M.		455	2	2
9:00 -10:00 A. M.		395	--	--
10:00 -11:00 A. M.		487	--	1
11:00 -12:00 A. M.		489	7	--
12:00 - 1:00 P. M.		527	--	--
1:00 - 2:00 P. M.		520	1	1
2:00 - 3:00 P. M.		626	4	6
3:00 - 4:00 P. M.		640	6	1
4:00 - 5:00 P. M.	P. M.	888	1	3
5:00 - 6:00 P. M.		816	1	--
6:00 - 7:00 P. M.		562	1	3
7:00 - 8:00 P. M.		426	--	2
8:00 - 9:00 P. M.		297	--	--
9:00 -10:00 P. M.		247	4	1
	Total		32	24

ORE213

160

6.97

100 Feet North of

S.W. Clatsop Street

February 7, 1956

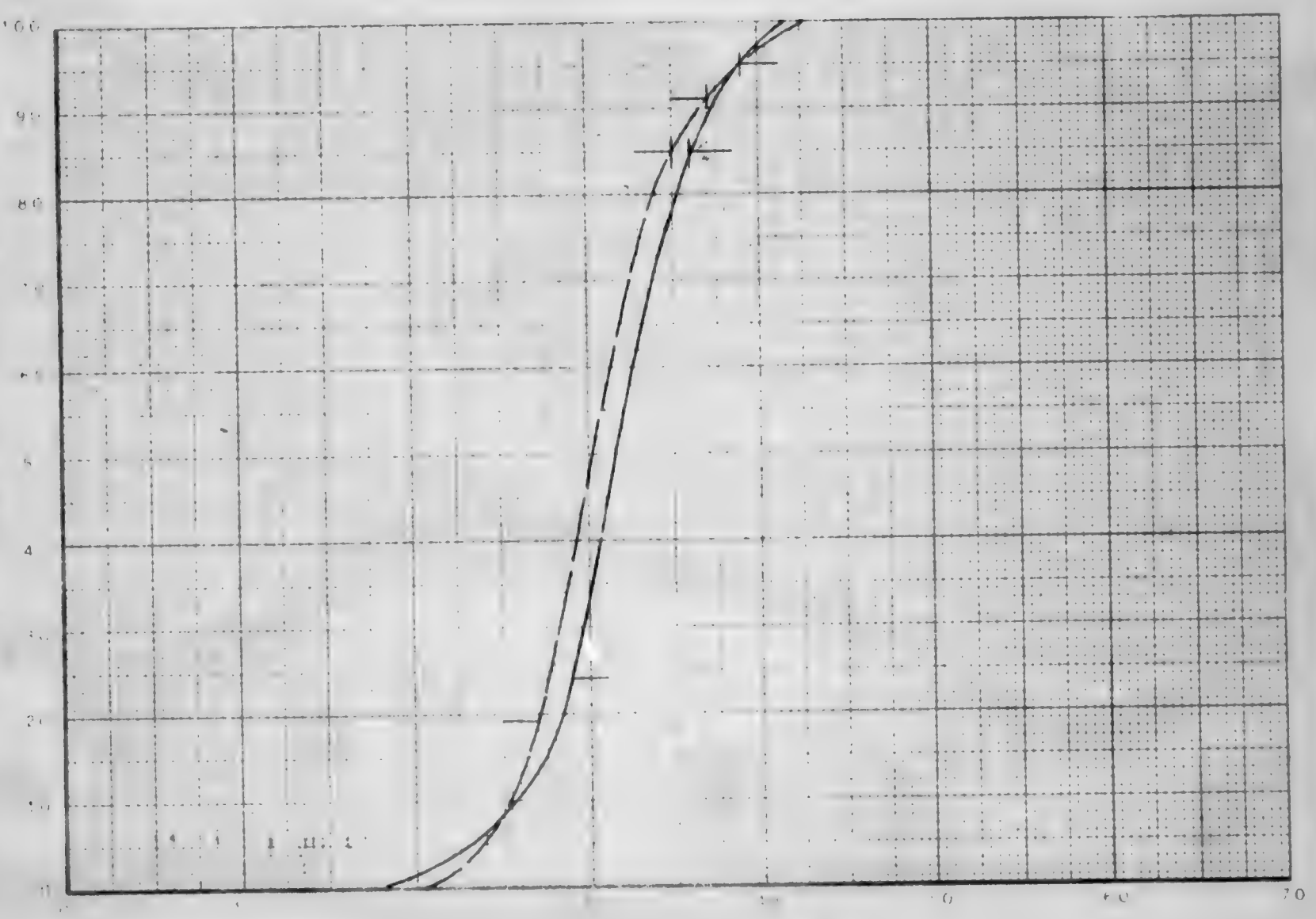
10:00 a. 11:15 am

Wet

164

——— North

—— — South



	North	South
	36.0	35.0
	29-39	27-37
	44	44

ORE213

160

7.70

On S.E. 82nd Avenue

at Otty Road

February 7, 1956

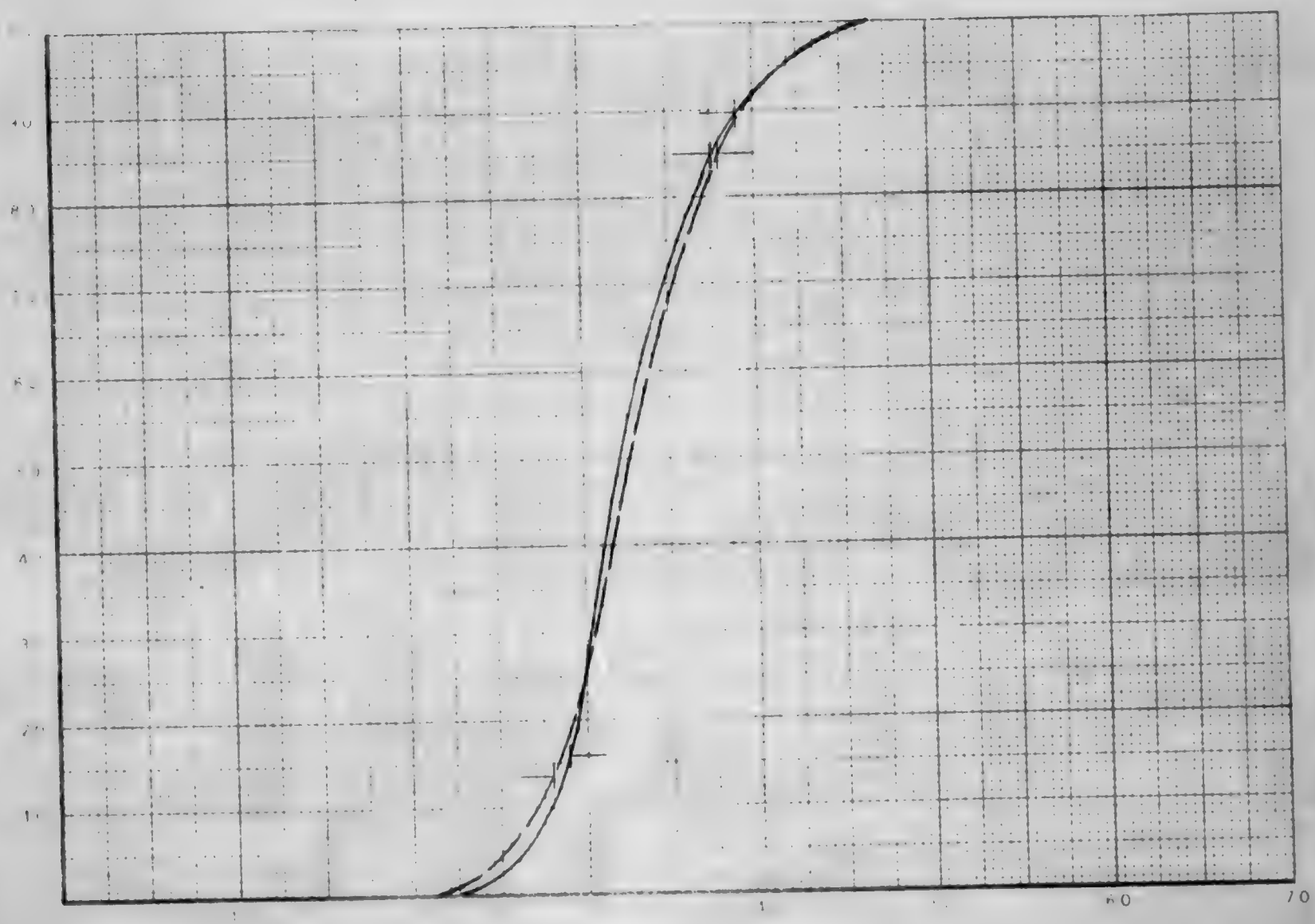
11:20 a 12:25 pm.

Wet

16h

____ North

_ _ _ South



	North	South
	37.5	38.0
	29-39	28-38
	48	47

FORM E30—GOH—2-55—62906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23rd, 1956

SUBJECT: 82nd Avenue Footpath

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Referring to the matter of an A.C. footpath on 82nd Avenue from Flavel south, I wish to advise that we now have an estimate for this work. The estimate which we have contemplates a continuous 5-foot A.C. walk on the west side from Flavel to King Road with a few intermittent sections of walk between King Road and Harmony Road and a continuous walk on the easterly side from Flavel to King Road. On both sides there are a few short sections where a walk would not have to be built due to existing walks, aprons or drives. The cost of the walk as proposed would be $16,500 for construction items only which splits $8,560 on the westerly side and $7,940 on the easterly side.

It is my recommendation that we do not attempt to acquire right of way by negotiation or condemnation for the construction of this walk, but that we notify the people living in that area that if they will grant a right of way or easement for the walk the State will construct it at no expense to the property owner. There will, of course, be some hold-outs; however, I believe we could construct by hand a narrow, single-lane footpath a foot to a foot and a half in width against the back of the curb which, while not good, would relieve the situation considerably even though there are utility poles and mailboxes in the strip.

Will you please advise us what further action you wish us to take.

Forrest Cooper
Construction Engineer

FC:AR

RECEIVED
JAN 26 1956
TRAFFIC ENGINEER

RECEIVED
JAN 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 11 1956
FOR FILING

103-1064
4576

4-mm
12-19-55

December 23, 1955

Mr. Karl Cole, Secretary
Clackamas County Federation of
Community Clubs
2628 Wake Street
Milwaukie, Oregon

Dear Mr. Cole:

Reference is made to your letter of recent date requesting construction of a sidewalk along S. E. 82nd Avenue between S. E. Glencoe Road and S. E. Flavel Street.

I brought your letter to the attention of the members of the State Highway Commission at their regular meeting on Monday of this week. It was given serious consideration, and as a result thereof the Commission instructed the Engineer to make a survey of conditions and report back the estimated cost and the warrant for such improvement.

You will be informed when final action has been taken on your request.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

RDCchlm
cc: Harold F. Jurdes, Portland - 9102 S.E. Fuller Rd. (66)
Rev. W. L. Killian, Portland -4624 S.E. Windsor Ct. (Kendall Presbyterian
Mrs. Fred J. Raynor, Portland- 8613 S.E. Fuller Rd. Church)
Mrs. Jack Cottrell, Portland - Pres. Battin P.T.A., 8440 S.E. Battin Rd.
Charles E. Langley, Portland - Sec. Kendall Community Club, 8626
S.E. Garden Lane, Portland 66

RECEIVED
DEC 15 1955
FOR FILING

10-1064
4576

December 14, 1955

Oregon State Highway Commission

Gentlemen:

Under date of December 7 the Secretary forwarded to you a copy of a letter from Earl Cole, Secretary of the Clackamas County Federation of Community Clubs, urging sidewalk construction between S. E. Glenn Wood and S. E. Flavel Street. This is a section approximately 1½ miles in length where we recently improved 82nd Avenue (Cascade Highway) to a four-lane facility. The right-of-way width is only 60 feet, and we widened the road to a width of 56 feet between curbs. The curbs take up an additional six inches on each side, so that there is only 1.5 feet from the back of the curb to the property line, which, of course, is totally insufficient for construction of a sidewalk.

The section is outside the city limits of Portland, so it actually is not covered under Commission policy of not constructing sidewalks within the curb limits of cities, and, while the culture is almost continuous and of urban characteristics, any footpath construction would be in conformance with your present policy of constructing such facilities in rural areas where there is a warrant for the same.

I attach hereto copies of numerous letters received this week relative to this sidewalk. We, of course, have not had time on such short notice to make an investigation, but I would recommend that you authorize us to make a survey, determine the cost and warrant for such improvement and report back to you as soon as necessary data is available.

This matter will be on the agenda.

Very truly yours,

R. C. Williams
Acting State Highway Engineer

Attachment

cc Mr. Forrest Cooper
Mr. F. B. Crandall

WCW:me er

December 13, 1955

Mrs. Fred J. Raynor
8613 S. E. Fuller Rd.
Portland 66, Oregon

Dear Mrs. Raynor:

This will acknowledge your letter of December 6, 1955, advising the results of a survey that was conducted to determine the views of property owners along S. E. 82nd Avenue with respect to construction of a sidewalk along this street for the safety and convenience of pedestrians, particularly children who are obliged to walk along this street or on private property in going to and from stores, churches, and the school. You urged the State Highway Commission to construct sidewalk facilities.

Your letter will be brought to the attention of the members of the State Highway Commission and the State Highway Engineer for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc: Commissioners
R. H. Baldock

December 13, 1955

Mrs. Jack Cottrell, President
Battin Parent-Teachers Association
8440 S. E. Battin Road
Portland 66, Oregon

Dear Mrs. Cottrell:

This is to acknowledge receipt of a carbon copy of your letter of November 29, 1955, directed to Mr. R. H. Baldock, State Highway Engineer, in which you advise that the Battin School Parent-Teachers Association has joined with six other organizations of your district in an urgent request to the State Highway Commission to construct a sidewalk along S. E. 82nd Avenue between Glencoe Road and Flavel Street, for the safety and benefit of pedestrians, particularly school children who are required to walk along this street in going to and from stores, churches, and the school.

Your letter will be brought to the attention of the members of the State Highway Commission. You will be informed when action has been taken on it.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc:
cc: Commissioners
R. H. Baldock

Mrs. Brian Budden, Vice-President
Battin Parent-Teachers Association
8440 S. E. Battin Road
Portland 66, Oregon

December 13, 1955

Mr. Charles E. Langley, Secretary
Kendall Community Club
8626 S. E. Garden Lane
Portland 66, Oregon

Dear Mr. Langley:

This will acknowledge your letter of November 30, 1955 just received, relative to the construction of sidewalks along 82nd Avenue for the benefit and safety of pedestrians, particularly school children who are obliged to walk along this highway in going to and from school, church services, and other functions of everyday life.

I will bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer. You will be informed when action has been taken on it.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc: Commissioners
R. H. Baldock

December 13, 1955

Mr. Charles E. Langley, Secretary
Kendall Community Club
8626 S. E. Garden Lane
Portland 66, Oregon

Dear Mr. Langley:

This will acknowledge your letter of November 30, 1955 just received, relative to the construction of sidewalks along 82nd Avenue for the benefit and safety of pedestrians, particularly school children who are obliged to walk along this highway in going to and from school, church services, and other functions of everyday life.

I will bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer. You will be informed when action has been taken on it.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HDG:blm

cc: Commissioners
R. H. Baldock

December 13, 1955

Rev. W. L. Killian, Minister
Kendall Community Presbyterian Church
8800 S. E. 80th Avenue
Portland, Oregon

Dear Rev. Killian:

This will acknowledge receipt of your letter of November 28, 1955, in which you advise that you represent one of the organizations that are petitioning the State Highway Commission for a sidewalk along S. E. 82nd Avenue southerly from S. E. Flavel Street for the safety and convenience of pedestrians, particularly children who are obliged to walk along this street in going to and from stores, churches, and the school.

Your letter, along with others on the same subject, will be brought to the attention of the members of the State Highway Commission and the State Highway Engineer for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc: Commissioners
R. H. Baldock

AGENDA
DEC 19 1955

December 7, 1955

Mr. Earl Cole, Secretary
Clackamas County Federation of
Community Clubs
3628 Wake Street
Milwaukie, Oregon

Dear Mr. Cole:

Just received is your letter concerning sidewalk construction along S. E. 82nd Avenue between S. E. Glencoe Road and S. E. Flavel Street.

Your letter will be brought to the attention of the members of the State Highway Commission and the State Highway Engineer for their information. You will be informed when action has been taken on it.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

S+C

CLACKAMAS COUNTY FEDERATION OF COMMUNITY CLUBS

State Highway Commission
Salem
Oregon

Re: Sidewalks along S. E. 82nd Avenue

Gentlemen:

A recent survey of property owners on S. E. 82nd Avenue between S. E. Glencoe Road and S. E. Flavel Street, in which this organization took an active part, revealed the following information:

79% of property owners favored sidewalks.
4% of property owners do not favor sidewalks.
17% of property owners were indifferent.
76% of property owners were willing to deed 3 feet of property for use as sidewalks.
24% of property owners were willing to sell 3 feet of property for sidewalk use.

This organization feels that the recent improvement of the S. E. 82nd Avenue thoroughfare was an excellent move on the part of the State Highway Commission; however, the ommission of foot paths or sidewalks along this publicly owned thoroughfare has brought about a grave situation in pedestrian travel. We feel that a pedestrian is just as important a part of public transportation as the automobile and, inasmuch as the pedestrian must pay in part through taxes for the improvements on our highways, he is also entitled to enjoy reasonably safe passage at the side or sides of our highways.

In some instances property owners had provided 4 foot concrete sidewalks in the highway right-of-way before the road widening program was started. The contractors (Logan and Taylor) were obliging enough to tear up these sidewalks leaving deep unbarricaded ditches with an assurance that those places whose sidewalks had been torn up would have them replaced at State expense before the highway was completed. This was never to become a reality and could never become such as there is only a mere 18 inches of right-of-way outside of the curb and that is taken up by P. G. E. power poles.

We feel that this survey will, in a small way, give your commission an idea of how the property owners feel about deeding land for sidewalk use and will also serve as an ice-breaker for you to start action to provide us and our children with a safer place for foot travel in this area.

Please keep us informed as to any progress regarding this matter.

Sincerely yours,

Earl Cole

Earl Cole
Secretary 3628 Wake St. Milwaukie, Ore.

ACKNOWLEDGED

Portland, Oregon
Dec. 6, 1955

State Fighway Commission
Salem, Oregon

Dear Sirs:

The members of the Battin Garden Club, appreciate the widing of 82nd. street and the convenience of it, but it also brings problems, such as where to walk since we must walk either on private property which is sometines hedged or fenced in, or on 82nd. which is extremely dangerous to the children especially on dark and rainny days, and evenings.

We have joined with other groups to form a Civic Group, consisting of the following: Kendall Community Club, Overland Garden Club, United Brethren Church, Kendall Community Church, Clackamas Federation of Community Clubs, Battin Garden Club, and The Battin Parent and Teachers, and we have taken a survey and this is the results of it.

The Property owners on 82nd. are 79% for sidewalks, 76% said they would would be willing to deed three feet to the State, 24% would be willing to sell three feet to the State.

We, the women of the Battin Garden Club hope you will help us obtain sidewalks since we have no other place to walk when we go to the stores, also some of us must walk a mile or better to the bus at Kendall on 82nd.

Hoping to hear further from you on this subject.

Sincerely,
Theresa Raynor
Battin Garden Club, Sec.

Address:
Mrs. Fred J. Raynor
8613 S.E. Fuller Rd.
Portland 66, Oregon

RECEIVED
DEC 12 1955
STATE HIGHWAY COMMISSION

Portland, Oregon
Dec. 6, 1955

Mr. R. H. Baldock
Salem, Oregon

COPY

Dear Sir:

The members of the Battin Garden Club, appreciate the widing of 82nd. street and the convenience of it, but it also brings problems, such as where to walk since we must walk either on private property which is sometimes hedged or fenced in, or on 82nd. which is extremely dangerous to the children especially on dark and rainy days, and evenings.

We have joined with other groups to form a Civic Group, consisting of the following: Kendall Community Club, Overland Garden Club, United Brethren Church, Kendall Community Church, Clackamas Federation of Community Clubs, Battin Garden Club, and The Battin Parent and Teachers, and we have taken a survey and this is the results of it.

The Property owners on 82nd. are 79% for sidewalks, 76% said they would be willing to deed three feet to the State, 24% would be willing to sell three feet to the State.

We, the women of the Battin Garden Club hope you will help us obtain sidewalks since we have no other place to walk when we go to the stores, also some of us must walk a mile or better to the bus at Kendall on 82nd.

Hoping to hear further from you on this subject.

Sincerely,

Theresa Raynor (Mrs.)

Battin Garden Club, Sec.

Address:
Mrs. Fred J. Raynor
8613 S. E. Fuller Rd.
Portland 66, Oregon

Citizen,s Committee for
82-nd St. Sidewalks
9102 S. E. Fuller Rd.
Portland 66, Oregon
December 5, 1955

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

Please find enclosed a letter to the State Highwayway Commission, asking for sidewalks along 82-nd St. from Glencoe Rd. to Flavel St.

Please note by the letter that the outstanding reason is safety. Please Mr. Baldock , would you take this matter to the State Highway Commission . We are concerned. It is a dahgerous situation.

According to a conversation that you had over the telephone with Mr. Kiesz , the Milwaukie Supt. of Schools, you stated that you would personally take this matter to the Highway Commission.

Thanking you in advance for your cooperation in this very important matter.

Very truly yours,

Citizen,s Committee for
82-nd St. Sidewalks.
by
Harold F. Juedes
Harold F. Juedes, Chm.

RECEIVED
DEC 12 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Citizen,s Committee For
82-nd St. Sidewalks
Harold F. Juedes, Chm.
9102 S. E. Fuller Rd.
Portland 66, Oregon
December 5,1955

State Highway Commission
Salem, Oregon

Gentlemen:

The Citizen,s Committee is made up of representatives from the following organizations :

1. Battin School Parent Teacher,s Association.
2. Kendall Community Club.
3. Battin Garden Club
4. Overland Park Garden Club
5. Kendall Community Presbyterian Church
6. United Brethern In Christ Church
7. Clackamas County Federation of Community Clubs

We are asking you,the members of the State Highway Commission , State of Oregon , to install sidewalks along 82-nd St. from Glencoe Rd. to Flavel St. We are asking you to do this for the following reasons:

1. The NO-1 reason is safety.
2. The boys and girls attending the Battin school have no place to walk safely along 82-nd St. in going to and from school.
3. Transportation in this area is a problem. The people in this area must walk along 82-nd St. to get to the bus stops.
4. The boys and girls attending Sunday School have no place to walk safely in going to the various churches.
5. The adults attending Church have no place to walk safely.

6. People must walk along 82-nd St . in order to get to the grocery stores . They must by food and I believe this is a necessity. They are not able to walk along 82-nd St. with any degree of safety.

We could go on and list other reasons , but we hope that you gather from the ones that have been listed that our main concern is the safety of the boys and girls and the adults living in this area. " Please remember the life of onex individual is worth more than the money it takes to put in the sidewalks".

The people living along 82-nd ST. and those that own property along 82-nd St. are willing to coopertate with you. A recent survey that was made will bring this out. The Citizens Committee survey of the property owners and and people living along 82-nd St. shows the following:

1. Seventy nine (79) per cent were in favor of sidewalks.
2. Four per cent (4) were against having sidewalks.
3. Seventeen (17) per cent were indifferent to the cause. They didn,t care one way or the other.
4. Seventy six (76) per cent were willing to deed three(3) feet to the State of Oregon in exchange for sidewalks.
5. Twenty four per cent willing to sell three (3) feet to the State of Oregon for the purpose of having sidewalks put there.

The people in this area are quite unhappy about the situation. Thanking you for your cooperation in this important matter.

Very truly yours,

Citizen,s Committee for
82-nd St. Sidewalks.
by
Harold F. Juedes
Harold F. Juedes, Chm.

Kendall Community Club

8101 S. E. Cornwell Street
Portland 66, Oregon

Portland, Oregon
Nov.30, 1955

:
State Highway Commission
Salem, Oregon.

py to:
R.H.Baldock
Salem,Oregon.

om:
Kendall Community Club
8101 S.E.Cornwell St.
Portland-66-Oregon.

ar sirs,

A Citizens Committe for 82nd. Ave. Sidewalks--- Composed of seven local anizationw and Kendall Community Club as one of them undertook a survey to ermine the desires of the property owners and to what lengths they would go secure these sidewalks for the safety of pedestrians, especially the young-rs who must use this very busy thoroughfare in going to and from school, urch services, and other functions of the every day life.

This survey began at Glencoe Road on the south and extended to Flavel St. the north. Contacts with property owners shows 79% in favor of sidewalks 4% ainst and 17% indifferent. Of those interested 76% were willing to deed three et of their property in exchange for sidewalks. Twenty four percent were will-g to sell to the state three feet of their property for sidewalk purposes. A y small percentage of property owners could not be reached for various reas-s.

Again as a safety measure this group is ready to extend itself to obtain lief from the hazardous condition as now existing in this 82nd. Ave. area.

Respectfully yours,

Chas. E. Langley

Chas.E.Langley
Sec. Kendall Community Club
8626 S.E.Garden Lane
Portland-66-Oregon

RECEIVED
DEC 1 9 1955
STATE HIGHWAY COMMISSION

BATTIN P. T. A.
8440 S. E. Battin Rd.
Portland 66, Oregon

November 29, 1955

To:
R. H. Baldock,
Salem, Oregon

Copy to:
State Highway Commission
Salem, Oregon

From:
Battin P. T. A.
8440 S. E. Battin Rd.
Portland 66, Oregon

Dear Sirs:

We urgently need and request sidewalks along 82nd Ave. Since the highway was widened we have no place to walk.

We are a small community here with stores, churches, and school. Many of us must walk along 82nd to get to these places. How can a mother with one or two small children go to the grocery store safely? The ground along the curb is sloping in many instances, and a few places even have hedges and wire fences so close to the curb it is impossible to walk there. The street car and city bus unloads on 82nd and many of our men and women must walk home after dark on the highway. There are no safe footpaths. Our children west of 82nd are <u>all</u> transported to school in busses because of the hazardous condition.

Because of these conditions the following organizations have formed a Citizens Committee.

1. Battin School P. T. A.
2. Kendall Community Church
3. United Brethern Church
4. Battin Garden Club
5. Overland Park Garden Club
6. Clackamas County Federation of Community Clubs
7. Kendall Community Club

The members of this committee have taken a written survey of the property owners on 82nd Ave. from Glencoe Road to Flavel St. to see if property could be obtained for a sidewalk. 79 per cent are in favor of sidewalks. Of these, 76 per cent are willing to deed, free, three feet of their property for sidewalks. 24 per cent were willing to sell to the state three feet of their property.

The Battin Parent Teachers Association urgently request that this matter be taken before the State Highway Commission and plans be made for a sidewalk.

Thank you for any consideration you may give us.

Respectfully yours,

Mrs Jack Cottrell Pres. Battin PTA

Mrs Brian Budden Vice. Pres. PTA

Presbytery of Portland
Synod of Oregon
Presbyterian Church in the U. S. A.

WILLIAM LINDSAY KILLIAN
STATED CLERK AND TREASURER
4624 S. E. WINDSOR COURT
PORTLAND 6, OREGON

11/28/1955

State Highway Commission
Salem, Oregon

Gentlemen:

I am writing as a member of one of the organizations which are petitioning for a sidewalk on SE 82nd., Avenue running South from SE Flavel street.

We appreciate very much the improvement of the street by being widened to a four lane hi-way, but this has increased the hazard to pedestrians as travel flows so much faster than than it did on the two lane hi-way. You can readily understand this increase in the hazard when you realize that there is now no place for pedestrians to walk except on the street as it is now paved from curb to curb.

You are doubtless familiar with the results of a survey recently made among property holders, where a large majority of them expressed a willingness to give three feet off their property in exchange for a sidewalk. Others were willing to sell three feet off their property, and only a very few were not interested.

With quite an extensive business district already just South of Johnson creek and one of the churches in the neighborhood adjacent to this district it seems imperative that something be done to lessen this hazard, or to abate it entirely.

There are parents who have told workers in our church that they don't send their children to Sunday school because of this hazard. I realize that it will cost money, but money is not, or should not be an obstacle when we consider the "life and/or limb"of our children

What I have said about the children attending our Sunday school is just as applicable to the other churches and also to our grade school on SE Battin Road.

Appreciating what you can do in this matter, I am

Very Sincerely -
W.L. Killian

W.L. Killian, Minister
Kendal Community Presbyterian Church
8800 SE Eightieth Avenue

RECEIVED
DEC 1 1955
OREGON
STATE HIGHWAY COMMISSION

Presbytery of Portland
Synod of Oregon
Presbyterian Church in the U. S. A.

WILLIAM LINDSAY KILLIAN
STATED CLERK AND TREASURER
4624 S. E. WINDSOR COURT
PORTLAND 6, OREGON

11/28/1955

Mr. H.R. Baldock
State Highway Engineer
Salem, Oregon

My dear Mr. Baldock:

I am writing in the interest of one of the organizations which are petitioning for sidewalks on S.E. Eighty Second Avenue running gouth from Flavel street.

We appreciate very much the improvement of the street into a four lane hi-way, but this has increased a hazard which was already there, in that there is no safe place for pedestrians to walk. With the speed at which cars are now being driven it is extremely hazardous for pedestrians, in that they have to walk on the paved highway.

You doubtless are already familiar with the results of a survey that was recently made in which 28 of the 47 interviewed were willing to give three feet off their property, nine more were willing to sell three feet off their property in exchange for sidewalks.

With quite an extensive business district already just South of Johnson Creek and with one of the churches just at the edge of this district it seems imperative that something be done to lessen this hazard.

I have heard of several parents that do not send their children to our Sunday school because of the hazard of crossing Eighty Second Avenue.

I realize that it will cost money, but money is not to be,, or should not be an obstacle, when the safety of our childis at stake.

What I have said in regard to the children attending our Sunday School is just as aplicable to the other churches, and also to our grade school situation.

Appreciating what you can do in this matter, I am,

Very Sincerely,
W.L. Killian
W.L. Killian, Minister
Kendall Community Presbyterian Church

RECEIVED
DEC 12 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Williams

RECEIVED AUG 1 1957

4-8312

FOR FILING 4877

FINAL COST ANALYSIS

July 26, 1957

Contract No. 4877
Nehalem Highway
Clatsop County

Crushing and Stockpiling Rock
Calkins Crushing Company, Contractor
E. J. Hall, Resident Engineer

Prefix: 4-8312-201 (44)

Items	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Crushed Mat'l in S.P.	1,080.51	Cu. Yd.	$2.00	$1.91	$ 2,063.77	$ 2,161.02
½"-¼" Crushed Mat'l in S.P.	2,228.89	" "	3.00	2.88	6,419.20	6,686.67
¼"-#10 Crushed Mat'l in S.P.	1,946.25	" "	4.00	3.82	7,434.89	7,785.00
¼"-0 Crushed Mat'l in S.P.	3,472.36	" "	4.00	3.82	13,264.92	13,889.44
Sp. Haul Adj., Favor of Contractor	242	Yd. Mi.	.12	.12	29.04	29.04
					$29,211.82	$30,551.17

Gross Revenue	$30,551.17
Total Cost	29,211.82
Net Profit	$ 1,339.35

NOEL
W. C. WILLIAMS

Net Profit Equals 4.4% of Gross Revenue

DETAIL OF COST

Labor:		
Supervision and Labor	$ 9,866.21	
Labor Insurance	986.62	
		$10,852.83
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental (Owned)	$11,579.44	
Equipment Rental (Hired)	1,824.36	
Gas, Oil, and Grease	2,200.77	
Powder	361.00	
Move In	650.00	
Bond	183.30	
P.L. and P.D.	123.32	
Sub-contractor (Labor on Coyote Hole)	564.00	
Royality on Rock (.10 cu. yd.)	872.80	
		$18,358.99
		$29,211.82

BREAKDOWN OF CRUSHING COST

	Quantity	Unit	Total Cost	Unit Cost
Move In, Set Up	8,728.01	Cu. Yd.	$ 1,661.20	$ .19
Load, Haul and Feed Crusher	8,728.01	Cu. Yd.	4,211.04	.48
Shoot Quarry	8,728.01	Cu. Yd.	925.00	.105
Royalties	8,728.01	Cu. Yd.	872.80	.10
Crushing	8,728.01	Cu. Yd.	11,681.93	1.34
Stockpile	8,728.01	Cu. Yd.	1,090.74	.125
Haul to Stockpile	8,728.01	Cu. Yd.	4,058.84	.465
Supervision, Bond, and Proratable Expenses	8,728.01	Cu. Yd.	4,710.15	.54
	8,728.01	Cu. Yd.	$29,211.82	$3.345

Remarks:

This was a "State Project" calling for crushing and stockpiling of approximately 8,700 cubic yards of crushed rock for later use by the State in connection with maintenance operation on the Nehalem Highway in Clatsop County.

The project was bid March 1, 1957. The contractor started moving in March 25, 1957, the crushing started April 8, 1957, and was completed May 10, 1957.

It was unsafe to take rock from the State quarry because of a high face, so the contractor paid a royality to adjacent property owners. The rock was tight, requiring shooting. Average of 41.18 cubic yards per hour was low production for this size plant. The rock fractured in slabs or elongated particles and was difficult to feed thru breaker.

Good supervision and equipment in good shape contributed to a small profit.

M. N. Juve
Chief Cost Analyst

By

H. R. Sturgis

RECEIVED
JUL 2 1957

OREGON STATE HIGHWAY DEPARTMENT

(date)
June 26, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4-8312	4-Final	Calkins Crushing Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13693	H-184387	$ 913.55	6:26/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: 90 Workdays from 4-1-57

Time Extensions: None

Completion Date: May 9, 1957

Date Accepted: June 27, 1957

Penalties: None of record.

Claims: None of record.

Remarks:

Date: July 1, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 1 1957

NOTED ON CARD

RECEIVED
JUN 11 1957
FOR FILING

4877

June 11, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4877 for work performed on the Olney-Jewell Section of the Nehalem Highway in Clatsop County was completed by the contractor, Calkins Crushing Co., on May 9, 1957, but has not as yet been accepted by the Commission.

Final payment in the amount of $913.55 will be released to the contractor after acceptance by the Commission. The total contract amount is $30,551.17, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

ec

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAY 23 1957
FOR FILING

4877

May 28, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Calkins Crushing Company in connection with contract No. 4877, for rock production on the Olney-Jewell Section of the Nehalem Highway in Clatsop County. This payment, in the amount of $1,402.62, will be released to the contractor on or after June 7, 1957. The retained percentage is $916.63.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—1082—6-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 17, 19 57

Section Olney - Jewell

Highway Nehalem

Contractor Calkins Crushing Co.

Date of contract March 1, 19 57

Date work started March 25, 19 57

Project authorization $33,750.00
Exclusive of Engineering $31,350.00

Kind of work Rock Production

Section prefix 4-8312

Contract number 4877

Date of completion 90 da. begin April 1, 19 57

~~Estimated~~ date of completion May 9, 19 57

Per cent of time elapsed 32 %

~~Estimated~~ cost of completed project, exclusive of engineering . . . . . $ 30,554.25

Estimated per cent ~~overrun~~ or underrun . . . . . 2.5 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization $2,400.00

Engineering cost to date $ 2,300.00, 96 %

Date project was completed May 9, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final mailed to Salem May 17, 1957.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
MAY 20 1957
NOTED-- CE ACE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed [signature] Res. Engr.

Address P.O. Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 96633

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			8,500 C.Y.		
Total quantities corrected to date			8,731.72 C.Y.		
Estimated quantities moved or placed to date			8,731.72 C.Y.		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ..... ., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Overcast		
Tuesday	Showers		
Wednesday	Clear		
Thursday	Clear		
Friday	Rain		
Saturday			

RECEIVED
DIVISION OF
DIVISION

RECEIVED
APR 3 - 1957
FOR FILING
4-8312
4877

April 2, 1957

Calkins Crushing Co.
Oceanlake
Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4877, which was awarded to you on March 1, 1957, by the State Highway Commission, for rock production on the Olney-Jewell Section of the Nehalem Highway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,
OREGON STATE HIGHWAY COMM.

Secretary

ccm
Encl.

RECEIVED
MAR 5 1957
FOR FILING
1-831
4877

March 4, 1957

Calkins Crushing Company
Box 547
Oceanlake, Oregon

Gentlemen:

The State Highway Commission on March 1, 1957, awarded to you State Highway Contract No. 4877 for the Olney-Jewell Rock Production Project on the Nehalem Highway in Clatsop County.

This award was based on your bid of $30,000, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
NOV 25 1957
FOR FILING

file 3

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 19, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1878	7 Final	C. P. Patterson	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26159	H196830	$ 9,598.40	11-18-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chesapeake

ACCOUNTING DIVISION

Specified completion Date: 150 workdays from 3-11-57

Time Extensions: None

Completion Date: Oct. 7, 1957

Date Accepted: Oct. 31, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Oct. 20, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:
NOV 21 1957
gc

NOTED ON CARD

RECEIVED
NOV 8 1957
FOR FILING

A 10.4(7)

4078

November 7, 1957

CERTIFIED MAIL

United States Fidelity & Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4878 for bridges on the Beaver Creek and South Fork Crooked River Section of the Paulina Secondary Highway in Crook County was completed by the contractor, C. P. Patterson, on Oct. 7, 1957, and was formally accepted by the Highway Commission on Oct. 31, 1957.

Final payment in the amount of $9,599.40 will be released to the contractor on or after November 18, 1957. The total contract amount is $58,943.51, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

RECEIVED
SEP 18 1957
FOR FILING

September 17, 1957

Mr. Charles E. Greene
1145 Cumberland Avenue
Bend, Oregon

Dear Mr. Greene:

I have your letter of September 10 concerning the concrete finishing on the bridge at Paulina.

Any arrangement which a subcontractor has with the contractor is between those two parties, and we can not step in as an umpire in the dispute. The enforcement of a contract between two parties, when no other settlement can be reached, is a matter for a court to decide.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. P. M. Stephenson/w.encl.
Mr. Dean Swift/w.encl.

1145 Cumberland Avenue
Bend, Oregon
10 September 1957

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

I am writing to you with reference to the highway and bridge construction presently being done at Paulina, Oregon by Contractor C. P. Patterson of Redmond, Oregon. I was awarded the concrete finishing work by Mr. Patterson---to be done at the rate of 14¢ per square foot.

Mr. Patterson informed me that the concrete was in good condition and that he had used new plywood for forms.

On September 2, I rented a house trailer, hired a laborer to help with the grinding and sacking on the bridge, and on September 3, we began the job. It became very apparent that Mr. Patterson had misrepresented the job, since the concrete immediately fell to pieces when we tried to grind, and the concrete was rough because new plywood forms had not been used. We wore out new grinder wheels within one-half hour's time, trying to grind the concrete. It was impossible to give a high quality finish to concrete of such poor grade.

On September 7, I went to see Mr. Patterson about the poor grade of concrete and to request that he make some effort to assist in grinding the concrete or pay an additional amount to cover the added costs incurred by his misrepresentation. He became very hostile and flatly refused to cooperate---stating that he didn't intend to pay over 12½¢ per foot for the work in the first place, though the original price agreed upon had been 14¢ as stated above.

Since the misrepresentation by Mr. Patterson would cause an additional two or three weeks to complete the work, I would have had to lose several other jobs, in addition to the fact that he tried to cut the agreed price and refused to make any addition for the extra work caused, I stopped work on this job.

If there is any way I can be reimbursed for the time my laborer and I worked on this job and the material we used, I would appreciate knowing what steps to take.

Even though it may not be possible to collect for the work we have already done, I at least wish to keep my work quality record clear with you, and have therefore written the above letter to set forth my reasons for quitting the job before completion.

May I please hear from you as to whom I may contact locally about this. Any action you may be able to take to assist me in settling the above matter will be greatly appreciated.

Very truly yours,

Charles E. Greene

CHARLES E. GREENE

RECEIVED
APR 2 - 1957
FOR FILING
S-154 (d)
4178

April 2, 1957

Mr. C. P. Patterson
628 W. Glacier Ave.
Redmond, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4878, which was awarded to you on March 1, 1957 by the State Highway Commission, for the Beaver Creek Bridge and South Fork Crooked River Bridge, Camp Creek-Paulina Section of the Paulina Secondary Highway in Crook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

cmm

Encl.

RECEIVED
MAR 5 1957
FOR FILING
J-154(d)
478

March 4, 1957

Mr. C. P. Patterson
628 W. Glacier
Redmond, Oregon

Dear Mr. Patterson:

The State Highway Commission on March 1, 1957, awarded to you State Highway Contract No. 4875 for bridge construction over the South Fork of the Crooked River and over Beaver Creek on the E. Unit, Camp Creek-Paulina Section of the Paulina Highway in Crook County.

This award was based on your bid of $58,478.30, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
MAY 17 1957
FOR FILING

File

OREGON STATE HIGHWAY DEPARTMENT

(date)
May 15, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4879	1-Final	J. C. Compton Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10439	H-180843	$ 2,885.63	5/15/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 50 Workdays from 4-1-57

Time Extensions: None

Completion Date: Apr. 3, 1957

Date Accepted: April 19, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: May 15, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAY 16 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 6 - 1957
FOR FILING
5/1/57
4479

May 3, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4879 for work performed on the Rock Point Section of the Pacific Highway in Jackson County was completed by the contractor, J. C. Compton Co., on Apr. 3, 1957 and was formally accepted by the Highway Commission on Apr. 19, 1957.

Final payment in the amount of $2,885.63 will be released to the contractor on or after May 13, 1957. The total contract amount is $2,885.63, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there by any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

H. B. Gleisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

cm

cc: Gordon Carey Insurance Agency
334 Third St.
McMinnville, Oregon

NOTED ON CARD

Form E-1—10M—6-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 6, 1957, 19

Section Rock Point

Highway Pacific

Contractor J. C. Compton Co.

Date of contract March 1, 1957, 19

Date work started March 20, 1957, 19

Project authorization $ 3,206.25

Exclusive of Engineering $ 2,978.25

Kind of work Guard Rail

Section prefix 15-1055

Contract number 4879

Date of completion 50 days beginning April 1, 1957, 19

Estimated date of completion April 3, 1957, 19

Per cent of time elapsed 6 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 3,206.57

Estimated per cent overrun or [illegible] . . . . . 0.01 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 228.00

Engineering cost to date $ 320.94, 140 %

Date project was completed April 3, 1957, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The painters worked on [illegible] Tuesday and Wednesday to finish painting the guard rail. This completed the project.

The semi-final estimate was prepared.

Mr. L. R. Chandler, ASSISTANT DIVISION ENGINEER, looked at the project on Wednesday.

This will be the last weekly report submitted for this project.

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed Jack A. Rowland

Jack A. Rowland, Resident Engineer

Address Box 23, Central Point, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 56633

Guard Rail

	ESSEX	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.19				
Miles partially completed	0.19				
Miles completed	0.19				
Total estimated quantities (contract)	1000				
Total quantities corrected to date	1012.5				
Estimated quantities moved or placed to date	1012.5				
Average daily quantities	1				
Average daily quantities necessary to complete project on time	80				
Number shifts per day	1				
Hours per shift	3				
Average force on project for week	2 (2 days only)				
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....
Compressors ....., Bulldozers ....., Compaction rollers .....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Cloudy		
Saturday			

RECEIVED
MAR 27 1957
FOR FILING

15-1055

4879

March 26, 1957

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded by the State Highway Commission on March 1, as follows:

Contract No. 4879, for installing guard rail on the Rock Point Section of the Pacific Highway in Jackson County.

Contract No. 4881, covering the Lane County Guard Rail Project on the Willamette and McKenzie Highways in Lane County.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAR 5 1957
FOR FILING

E-1055
4879

March 4, 1957

J. C. Compton Company
U. S. National Bank Building
McMinnville, Oregon

Gentlemen:

The State Highway Commission on March 1, 1957, awarded to you State Highway Contract No. 4879 for installation of guardrail on the Rock Point Guardrail Project on the Pacific Highway near Gold Hill in Jackson County.

This award was based on your bid of $2,850.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

1-1025 Silver Lake ... 1957
Permanent Rec.

RECEIVED
MAR 31 1958
FOR FILING

NOTES March 21st, 1958
W. C. WILLIAMS

Silver Lake Section
Contract #4880
19-1025
Item 4710

FINAL COST ANALYSIS
Grading and Oiling
Allum Bros., Contractor
H. S. Cox, Resident Engineer

Fremont Highway
Prefix 19-1025

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
~~Drainage Exc., Unclass.~~	5.98	Cu. Yd.	6.00	3.31	$ 19.77	$ 35.88
Special Borrow Exc., Unclass.	41,941	" "	0.40	0.728	30,543.25	16,776.40
General Exc., Unclass.	878.4	" "	0.40	0.749	658.43	351.36
Finish R/B & Slopes	1.34	Mile	200.00	320.82	429.90	268.00
18" Corr. Metal Pipe	58	Lin. Ft.	5.00	5.47	317.66	290.00
Metal Sight Posts	38	Each	2.75	3.04	115.35	104.50
Selected R/B Topping	7,806.4	Cu. Yd.	0.25	0.508	3,966.92	1,951.60
Hauling " "	56,596.4	Yd. Mi.	0.11	0.136	7,711.58	6,225.60
Sprinkling	1,187.7	M-Gal.	1.00	1.78	2,109.35	1,187.70
*Preparation of Base	1.34	Mile	150.00	159.79	214.13	201.00
*Hauling Aggregates	5,547	Yd. Mi.	0.15	0.159	883.31	832.05
*Placing Aggregates	852	Cu. Yd.	1.25	0.884	753.42	1,065.00
*200-300 Asphalt	62.35	Ton	60.00	52.54	3,276.48	3,741.00
*Force Account (State's Share of Flagging Cost)					665.20	665.20
Liquidated Damages						- 720.00
					$51,664.75	$32,975.29

* Work done all or part by Babler Bros., Inc.

	Revenue	Cost	Profit	Loss	% Profit	% Loss
Allum Bros.	$26,979.54	$46,490.50		$19,510.96		72.3%
Babler Bros., Inc.	5,995.75	5,174.25	$821.50		13.7%	
	$32,975.29	$51,664.75		$18,689.46		56.6%

Detail of Cost
Allum Bros.

Labor:		
Labor	$15,337.30	
Labor Insurance	1,064.41	
		$16,401.71
Materials:		
Metal Sight Posts	$ 62.20	
18" Corr. Metal Pipe	198.86	
		261.06
Equipment Rentals & Misc. Supplies:		
Equipment Rentals (Owned)	$23,694.18	
Gas, Oil and Grease	3,651.04	
Small Tools & Misc. Supplies	947.76	
Bond	180.66	
Home Office & General Overhead	1,354.09	
		29,827.73
Total Cost		$46,490.50

Detail of Cost
Allum Bros.

Labor:		
Labor	$15,337.30	
Labor Insurance	1,064.41	
		$16,401.71
Materials:		
Metal Sight Posts	$ 62.20	
18" Corr. Metal Pipe	198.86	
		261.06
Equipment Rentals & Misc. Supplies:		
Equipment Rentals (Owned)	$23,694.18	
Gas, Oil and Grease	3,651.04	
Small Tools & Misc. Supplies	947.76	
Bond	180.66	
Home Office & General Overhead	1,354.09	
		29,827.73
Total Cost.....		$46,490.50

Detail of Cost
Babler Bros., Inc.

Labor:				
Labor & Supervision			$ 941.11	
Labor Insurance			84.41	
Health & Welfare			27.14	
				$1,052.66
Materials:				
200-300 Asphalt	62.35 Ton at	$27.00	$1,683.45	
Freight on 200-300 Asphalt	62.35 " "	11.20	698.54	
				2,381.99
Equipment Rentals & Misc. Supplies:				
Equipment Rentals (Owned)			$ 848.63	
Hired Equipment			387.76	
Gas, Oil & Grease			157.76	
Small Tools & Misc. Supplies			85.60	
Bond			13.46	
Home Office & General Overhead			246.39	
				1,739.60
T o t a l C o s t				$5,174.25

Remarks:

This was a "State Project" calling for the construction of 1.34 miles of highway roadbed, construction of 1.34 miles of selected roadbed topping and the construction of 1.34 miles of Type O-9 modified oil mat wearing surface. The project was bid March 1st, 1957. Work started April 1st, 1957 and the project was completed August 14th, 1957.

On April 1st, 1957 Allum Bros. moved in a 1½-yard shovel, HD 21 cat, 8 cu. yd. truck and two Tournarockers and started on special borrow excavation. After working for 1½ days, work on this project was stopped and was not started again until May 8th, 1957. Most of the equipment was moved back in when work started again.

Allum Bros. had an extremely low bid; in fact, it was 61.5% below our estimate, and their labor was 61% of their gross revenue.

On August 13th, 1957 Babler Bros. moved in a complete oiling outfit and completed all oiling in 2 working days.

Allum Bros., having an extremely low bid, poor equipment, poor supervision with low production, suffered a large loss from this project.

M. N. Juve
Chief Cost Analyst

By . . K. T. Wechter

U. S. TREASURY DEPARTMENT : INTERNAL REVENUE SERVICE

files

RECEIVED
NOV 22 1957

RELEASE OF LEVY

To ~~[illegible]~~ property, moneys, etc., belonging to taxpayer)

~~FOR FILING~~ Commission Salem, Oregon

~~19 [illegible]~~

On the ~~[illegible]~~ day of August 1957 a levy was served upon you by leaving a notice thereof with ~~H.B. [illegible]~~ at Salem, Oregon

4880

and demand was made for the surrender of all property, rights to property, moneys, credits, and bank deposits then in your possession, to the credit of, belonging to, or owned by Allum Brothers Logging Co. John & Bill Allum and/or of ~~Box 253~~, Eugene, Oregon, for unpaid Internal Revenue taxes together with additions thereto provided by law which, at the time of the levy, amounted to the sum of $ 15,327.69.

Under the provisions of Section 6343, Internal Revenue Code of 1954, (quoted below) property, rights to property, moneys, credits, and bank deposits amounting to the sum of $ 15,327.69 are hereby released from the aforesaid levy.

Contract 4880
Contract 4592

Dated at Eugene, Oregon this 15th day of ~~November~~, 19 57

DISTRICT DIRECTOR OF INTERNAL REVENUE	BY (Signature)	TITLE
R.C. Granquist	V.O. Olson	Group Supervisor

INTERNAL REVENUE CODE OF 1954

SEC. 6343. AUTHORITY TO RELEASE LEVY.

It shall be lawful for the Secretary or his delegate, under regulations prescribed by the Secretary or his delegate, to release the levy upon all or part of the property or rights to property levied upon where the Secretary or his delegate determines that such action will facilitate the collection of the liability, but such release shall not operate to prevent any subsequent levy.

NOTED ON CARD

files

Form 668-D
JAN. 1955

U. S. TREASURY DEPARTMENT · INTERNAL REVENUE SERVICE

RELEASE OF LEVY

To: (Name of person holding property, moneys, etc., belonging to taxpayer)

Oregon Highway Commission—Salem, Oregon

On the 9th day of July 19 57 a levy was served upon you by leaving a notice thereof with Floyd Cheny at Salem, Oregon, and demand was made for the surrender of all property, rights to property, moneys, credits, and bank deposits then in your possession, to the credit of, belonging to, or owned by Allum Brothers of 960 West 7th St., Eugene, Ore., for unpaid Internal Revenue taxes together with additions thereto provided by law which, at the time of the levy, amounted to the sum of $ 21,417.18.

Under the provisions of Section 6343, Internal Revenue Code of 1954, (quoted below) property, rights to property, moneys, credits, and bank deposits amounting to the sum of $ 21,417.18 are hereby released from the aforesaid levy.

Contract-880 ✓
Contract 4592

Dated at Eugene, Oregon this 15th day of November, 19 57

DISTRICT DIRECTOR OF INTERNAL REVENUE	BY (Signature)	TITLE
R.O. Granquist	V.O. Olson	Group Supervisor

INTERNAL REVENUE CODE OF 1954

SEC. 6343. AUTHORITY TO RELEASE LEVY.

It shall be lawful for the Secretary or his delegate, under regulations prescribed by the Secretary or his delegate, to release the levy upon all or part of the property or rights to property levied upon where the Secretary or his delegate determines that such action will facilitate the collection of the liability, but such release shall not operate to prevent any subsequent levy.

NOTED ON CARD

file

19-1025
4880

November 7, 1957

St. Paul Fire and Marine Insurance Company
Pacific Department
209 Mills Building
San Francisco 6, California

Attention: Mr. R. E. James
Bond Claims Department

Gentlemen:

Reference is made to your letter of October 31, 1957, regarding the two attachments totaling $30,744.77 that have been filed at this office by the Internal Revenue Service against funds that are presently owing to Allum Brothers in connection with State Highway Contracts No. 4572 and 4880. This matter has become somewhat involved legally so I discussed it with our Legal Department and our Chief Auditor with the following results:

It appears to us that the simplest way to resolve the attachments and to expedite payments due Allum Brothers is for the St. Paul Fire and Marine Insurance Company, to whom Allum Brothers have assigned all payments, to advance to the Internal Revenue Service payment of the full amount that is due them. When this has been done and we are furnished a receipt signed by the Internal Revenue Service that its account has been paid we will then immediately release to the St. Paul Fire and Marine Insurance Company all monies that are now due and payable to Allum Brothers and we will send to the St. Paul Fire and Marine Insurance Company monies which may hereafter become due Allum Brothers in connection with each of these jobs, pursuant to the provisions of the assignments. The claims of the Internal Revenue Service are the only claims that have been filed with the State Highway Department against either of these contracts, so the monies we are withholding can be released immediately when we have been furnished a statement from the Internal Revenue Service that its claims have been satisfied.

To effect payment direct from this office to the Internal Revenue Service will involve a rather laborious procedure in view of the fact that warrants now in our possession have been prepared payable to the order of Allum Brothers assigned to the St. Paul Fire and Marine Insurance Company and were we to pay to the Internal Revenue Service direct it would be necessary for us to return the warrants to the Secretary of State for alteration, and it would also be necessary

RECEIVED
NOV 1957
FOR FILING

File

OREGON STATE HIGHWAY DEPARTMENT

(date)
October 16, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4880	5 Final	Allum Bros.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23535	H194201	$ 989.26	10-16-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 85 workdays from 4-1-57

Time Extensions: None

Completion Date: Aug. 15, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: Government claims

Remarks:

Date: Nov. 6, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:
NOV - 7 1957
GC

NOTED ON CARD

RECEIVED
OCT 7 1957
FOR FILING

19-1025

4880

C
O
P
Y

October 4, 1957

Mr. Roy C. Stageberg
Revenue Officer
Room 6, Post Office Building
Eugene, Oregon

Re: John & Bill Allum, DBA Allum Bros
Eugene, Oregon

Dear Sir:

This is to acknowledge receipt of your letter dated September 24, 1957.

In response thereto, I wish to advise you that the contracts to which you refer have not as yet been completed. Before said contracts are completed, it is necessary that we obtain final report from the field from which the Engineer can base his final estimate. Thereafter it is necessary that the State Highway Commission accept the contracts as complete.

It is possible that liquidated damages and/or engineering charges will be assessed against any final payment.

Incidentally, we have not as yet received an answer to our letter of July 12, 1957, addressed to Paul Lynch, Collection Officer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG/dp

cc: L. I. Lindas (2)
C. H. Maison (2)

RECEIVED
SEP 11 1957
FOR FILING

19-1025

4[illegible]

September 11, 1957

St. Paul Fire and Marine Insurance Company
200 Mills Building
San Francisco, California

ATTENTION: Mr. R. E. Jones, Bond Claims Department

Dear Mr. Jones:

This will acknowledge receipt of your letter of September 3, 1957, consenting to the assignment by Allum Bros. to the St. Paul Fire and Marine Insurance Company all monies now due or which may become due Allum Bros. in connection with State Highway Contract No. 4880 for grading and oiling the Silver Lake Section of the Fremont Highway, Lake County, Oregon, as

As directed, future warrants and payments of work performed under this contract will be mailed to the St. Paul Fire and Marine Insurance Company.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG/dp
cc: Mr. Maison: Two photo copies of the above mentioned letter from the bonding company were sent to you yesterday.

HBG

Mr. Query: Attached hereto is the original letter from the bonding company mentioned above. This should be filed in the contract along with the original of the assignment which you now have. A photo copy of the letter is being sent to the General Files.

HBG

Salem, Oregon
September 10, 1957

Contract No. 4880 - Allum Bros.

Mr. C. H. Maison
Auditor
BUILDING

Attached hereto are two photo copies of a letter that I have received from St. Paul Fire and Marine Insurance Company with respect to the assignment given to this Company by Allum Bros. for all monies owing to them in connection with State Highway Contract No. 4880.

Notwithstanding the assignment, please continue to hold all warrants in connection with this job until further advised by this office. The monies earned on this job have been attached by the Federal Internal Revenue Service.

Secretary

HBG/dp
Attachments
cc: Floyd Query

ST. PAUL FIRE and MARINE INSURANCE COMPANY
ST. PAUL MERCURY INSURANCE COMPANY

The St. Paul Companies
INSURANCE
LAND · SEA · AIR
FOUNDED 1853

PACIFIC DEPARTMENT, 200 Mills Building, SAN FRANCISCO 6, CALIFORNIA Phone SUtter 1-4022

September 3, 1957

State of Oregon
State Highway Dept.
Salem, Oregon
Attn: Mr. H. B. Glaisyer, Secty.

File: 80-800885
Obligee: State of Oregon
Principal: Allum Bros.
Contract 4880
Grading and Oiling -Silver Lake Section - Fremont Highway, Lake County, Ore.

Gentlemen:

We have been advised by our principal of the execution of an assignment to this Company pursuant to previous notice to you, of the funds due and to become due under this contract to the St. Paul Fire and Marine Insurance Company.

Please forward any and all funds due or to become due pursuant to said assignment to the St.Paul Fire and Marine Insurance Company ,200 Mills Bldg., San Francisco, California.

Yours very truly,

R. E. Jones
Bond Claims Department
k

RECEIVED
SEP 5 1957
OREGON
STATE HIGHWAY COMMISSION

Files Contract 4592

RECEIVED
SEP 13 1957
FOR FILING

19-1025

4880

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1957

SUBJECT: Allum Bros.
Contracts 4592 - 4880

To: H. B. Glaisyer

Our Warrants No. H 190108 in the amount of $9,092.96, covering estimate No. 3 on Contract 4880 and No. H 190156 in the amount of $45,378.99, covering estimate No. 19 on Contract 4592 for work performed by Allum Bros., have been assigned to St. Paul Fire and Marine Insurance Company, and are being mailed to the assignee today.

Estimates No. 4 and No. 20 of the above mentioned contracts in the aggregate amount of $49,388.07, are being processed for payment, but will be held in a Warrant stage until we have been further advised by the Federal Internal Revenue Service as to the status of the levy filed against Allum Bros.

C. H. Maison
C. H. Maison

CHM:cg

NOTED
H. B. Glaisyer

cc: Geo. Rohde
J. G. Herr
C. F. Smith

REFERRED
Glaisyer
Please observe & enter on the card for each contract
NOTED ON CARD

Form E-1—1084—7-57

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 6, 1957, 19

Section Silver Lake — Kind of work Grading & Oiling

Highway Fremont — County Lake — Section prefix 19-1025

Contractor Allum Brothers — Contract number 4880

Date of contract 3-1-57, 19 — Specified work days 85

Date work started 4-1-57, 19 — Work days used 97

Project authorization . . . . . $36,573.75 — Per cent of time elapsed 113.11 %
Exclusive of engineering $33,972.95

Estimated cost of completed project, exclusive of engineering $33,972.95

Estimated per cent overrun or ~~underrun~~ . . . . . 6.31 %

Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering authorization $2600.80

Engineering cost to date $3850.00, 148.04 % — Date project was completed 8-15-57, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final sent to Division office this week.

Weekly reports will be discontinued.

CONSTRUCTION DIVISION
RECEIVED
SEP - 9 1957

NOTED-- CE A ACE COE

Noted
M. N. Juve

Signed .....

Address Box 151 Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 8146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.34	1.34		1.34	
Miles partially completed					
Miles completed	1.34	1.34		1.34	
Total estimated quantities (contract)	41,400	6,800		Asp. 60 Agg. 880	
Total quantities corrected to date	41,941	7,806.4		Asp. 62.35 Agg. 852	
Estimated quantities moved or placed to date	41,941	7,806.4		Asp. 62.35 Agg. 852	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift	No	Work			
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday	Fair All Week		
Wednesday			
Thursday			
Friday			
Saturday			

Paul. 4880

September 3, 1957

St. Paul Fire and Marine Insurance Co.
200 Mills Building
San Francisco, California

Attention: R. E. Jones
Bond Claims Dept.

Gentlemen:

I sent you a few days ago a copy of my letter, dated August 27, 1957, to Allum Brothers, Eugene, Oregon, acknowledging their assignment of funds earned in connection with State Highway Contract No. 4880, for grading and oiling the Silver Lake Section of the Fremont Highway, Lake County. In that letter I told Allum Brothers that the assignment was satisfactory and that we would honor it, and that warrants covering future payments in connection with this job will be mailed direct to the assignee -- St. Paul Fire and Marine Insurance Company.

That statement is correct; however, I wish to call to your attention the two notices of levy filed in this office by the United States Internal Revenue Service, totalling in excess of $36,000. Therefore, we cannot release the warrants until the levies have been resolved.

This information is simply to clarify any misapprehension that you may have on the subject. We will, therefore, continue to retain warrants for this job until notified that the claim of the Internal Revenue Department has been satisfied.

Incidentally, the claim of the Revenue Service is the only one that has been filed with the State Highway Department to date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: Allum Brothers
P. O. Box 253
Eugene, Oregon

C. H. Maison

REFERRED TO
BY SECRETARY
note on card
+
file amount in contract

NOTED ON CARD

August 27, 1957

Allum Brothers
P. O. Box 253
Eugene, Oregon

Gentlemen:

Received from you in today's mail were the original and one copy, both signed, of an assignment that you have given to the St. Paul Fire and Marine Insurance Company, San Francisco, of all monies that are now due or which may hereafter become due you in connection with State Highway Contract 4880, grading and oiling the Silver Lake Section of the Fremont Highway, Lake County.

The assignment appears to be correct, and we will honor it. Warrants covering future payments in connection with this job will be mailed directly to the assignee.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: St. Paul Fire and Marine Insurance Co.
200 Mills Building
San Francisco, California

C. H. Maison (2)

Mr. Maison:

Attached hereto is a signed copy of the assignment for your records.

HBG

REFERRED TO
Query
BY SECRETARY
motion card & file assignment in contract

NOTED ON CARD

RECEIVED
SEP 4 - 1957
FOR FILING

19.1025
~~Floyd Query~~

Salem, Oregon
September 3, 1957

Contracts Nos. 4592 and 4880

I am returning to you herewith the cards for Contracts Nos. 4592 and 4880. It is noted that Mrs. Middleton has not entered on these cards the second notice of levy that was filed by the Internal Revenue Service in the amount of $15,327.69. The total amount of both levies is $36,744.87. Will you please have Mrs. Middleton enter that information on both cards.

H. B. Glaisyer, Secretary

HBG:jmc

Encls.

RECEIVED
AUG 23 1957
FOR FILING

19-10-5
[illegible]

August 21, 1957

Allum Brothers
P. O. Box 253
Eugene, Oregon

Gentlemen:

Just received is your letter of August 19 stating your desire to assign to the St. Paul Fire and Marine Insurance Company, 200 Mills Building, San Francisco, California, all monies that are now due you or which may hereafter become due you in connection with your contract No. 4680, for grading and oiling the Silver Lake Section of the Fremont Highway, Lake County.

As requested, I enclose the original and four copies of the form of assignment to affect what you have in mind. These should be signed by both partners before witnesses as indicated. The original and one copy bearing signatures should be returned to me for further handling. You may retain the remaining three copies for such use as you may have for them.

Future payments in connection with this contract will be made in conformity with the terms of the assignment and the warrants will be mailed to the assignee as directed. Pending receipt of these forms, the Highway Commission's Chief Auditor is being instructed to withhold further payments in connection with this job.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
Encls.
cc: St. Paul Fire and Marine Insurance Company
200 Mills Building
San Francisco, California

C. H. Maison

REFERRED TO Query
BY SECRETARY

NOTED
FLOYD QUERY

note & return — don't write a card until we get the executed assignments

Form A [illegible]-1M-9-54

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Ten and no/100

($ 10.00) Dollars, to us paid, we hereby sell, assign and transfer the within claim for all amounts that are or may hereafter become due us from the State of Oregon for performance of work under State Highway Contract No 4886, grading & oiling the Silver Lake section of the Fremont Highway in Lake County, Oregon

to St. Paul Fire and Marine Insurance company, 220 Mills Bldg, San Francisco, Calif. and authorize and empower said St. Paul Fire and Marine Insurance Company to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this ..... day of ....., 19 57.

Executed in the presence of us as witnesses:

Allum Bros

..... by ..... partner

..... by ..... partner

State Printing 78306

from the undersigned to the St. Paul Fire and Marine Insurance Company in the General Agreement of Indemnity provided by us, as principal, to the St. Paul Fire and Marine Insurance Company, as surety, for all bonds written by said surety on our behalf, including the bond supporting this particular contract, a copy of which is attached.

Yours very truly,

ALLUM BROS.

By Bill M. Allum
Bill M. Allum, Partner

By John P. Allum
John P. Allum, Partner

RECEIVED
AUG 21 1957
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. G. GLAISYER

ALLUM BROS.
P.O. BOX 253
EUGENE, OREGON

August 19, 1957

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

RE: File No. 80-800885
Obligee: State of Oregon
Principal: Allum Bros.
Contract No. 4880

This letter will serve to authorize and direct you to make any and all payments now owing by you to the undersigned or which may in the future become due and payable, arising out of and in accordance with the contract above numbered, covering the grading and oiling of the Silver Lake Section of Fremont Highway in Lake County, to and only to the St. Paul Fire and Marine Insurance Company, 200 Mills Building, San Francisco, California. Please forward to the undersigned proper forms to accomplish this assignment.

This direction is pursuant to an assignment running from the undersigned to the St. Paul Fire and Marine Insurance Company in the General Agreement of Indemnity provided by us, as principal, to the St. Paul Fire and Marine Insurance Company, as surety, for all bonds written by said surety on our behalf, including the bond supporting this particular contract, a copy of which is attached.

Yours very truly,

ALLUM BROS.

By Bill M. Allum
Bill M. Allum, Partner

By John Allum
John P. Allum, Partner

ANSWERED
H. B. GLAISYER

RECEIVED
AUG 21 1957
OREGON
STATE HIGHWAY COMMISSION

GENERAL AGREEMENT OF INDEMNITY

ST. PAUL FIRE AND MARINE INSURANCE COMPANY

ST. PAUL, MINNESOTA

Know All Men By These Presents, that whereas, at the request of the undersigned, hereinafter referred to as Indemnitors, and upon condition that this instrument be executed, the St. Paul Fire and Marine Insurance Company, hereinafter referred to as the Company, has executed, or may hereafter execute a bond or bonds (including undertakings and other like obligations) on behalf of John Allum & Bill Allum DBA ALLUM BROS.;

And Whereas, the Indemnitors have a substantial, material and beneficial interest in the obtaining of the said bond or bonds.

Now, Therefore, in consideration of the premises and other good and valuable consideration, the Indemnitors, for themselves, their heirs, executors, administrators, successors and assigns jointly and severally hereby covenant and agree with the Company, its successors and assigns, in the manner following:

1. That the Indemnitors will promptly pay or cause to be paid in cash to the Company in advance, or if not in advance, at such times and in such manner as may be agreed upon, premium or premiums for such bond or bonds at the rates and at the times specified by the Company and will continue to pay the same where such bond or bonds are continued until the Company shall have been fully discharged and released from any and all liability upon the said bond or bonds, and all matters and things arising therefrom and until there shall have been furnished to the Company satisfactory proof by evidence legally competent of such discharge and release.

2. The Indemnitors shall at all times indemnify the Company and save it harmless from and against every claim, demand, liability, loss, costs, damages, expenses and attorneys' fees whatever, and any and all liability therefor, sustained or incurred by the Company by reason of executing said bond or bonds, or any of them, in making any investigation on account thereof, in prosecuting or defending any action brought in connection therewith, in obtaining a release therefrom, in recovering or attempting to recover salvage or any unpaid bond premium, and in enforcing any of the agreements herein contained, and the Indemnitors shall place the Company in funds to meet the same as soon as the Company shall become liable therefor, whether it shall have paid out such sum or not; and in case the Indemnitors request the Company to join in the prosecution or defense of any legal proceeding, the Indemnitors shall, on demand of the Company, deposit with it sufficient funds to be used by it to pay all expenses and judgments that may be rendered therein.

3. If, for any reason, the Company shall be required or shall deem it necessary to set up a reserve in any amount to cover any contingent claim or claims, loss, costs, attorneys' fees and disbursements, or other expenses in connection with any of said bond or bonds it may issue, and regardless of any proceedings contemplated or taken by the Indemnitors or the pendency of any appeal, the Indemnitors shall immediately upon demand deposit with the Company an amount sufficient to cover such reserve and any increase thereof, such funds to be held by the Company as collateral, in addition to the indemnity afforded by this instrument, with the right to use such funds or any part thereof, at any time, in payment or compromise of any judgment, claim, liability, loss, damage, attorneys' fees and disbursements, or other expenses.

4. If any bond or bonds be given in connection with a contract, the Company is hereby authorized, but not required, to consent to any change in the contract or in the plans or specifications relating thereto; and the Company shall have the right, at its option and in its sole discretion to take possession of all or any part of the work of the said contract whenever, in its sole opinion, such action is desirable or necessary, and at the expense of the Indemnitors to complete, or to contract for the completion of the same, or to consent to the re-letting or completion thereof by the owner or obligee.

For the better protection of the Company, the Indemnitors hereby assign, transfer and convey to the Company, to be effective as of the date of any such bond, but only in the event of any breach, delay, or default on the part of the undersigned in the performance of the contract covered by said bond or bonds, failure or inability of the undersigned to promptly pay, satisfy and discharge any and all obligations which might constitute possible claim under the bond or bonds, or breach of any of the terms of this agreement,

(a) all right, title and interest of the Indemnitors in and to all tools, plant, equipment and materials of every nature and description that may now or hereafter be upon said work, or in, on or about the site thereof, including as well all materials purchased for or chargeable to said contract which may now be in the process of construction or in storage elsewhere, or in transportation to said site, and

(OVER)

(b) all rights of the Indemnitors in and to all subcontracts which have been or may hereafter be entered into, and the materials embraced therein, and

(c) all earned estimates, deferred payments and retained percentages and any and all other monies or properties that may be due and payable or that hereafter may become due and payable to the Indemnitors on account of said contract or any other contract of the Indemnitors on which the Company is or may become surety, or on account of extra work or materials supplied in connection therewith, and any and all other monies or properties of the Indemnitors,

and in the event of any breach, delay or default on the part of the Indemnitors in the performance of the contract covered by said bond or bonds, failure or inability of the Indemnitors to promptly pay, satisfy, and discharge any and all obligations which might constitute possible claim under the bond or bonds, or breach of the terms of this agreement, the Indemnitors hereby authorize and empower the Company, its authorized representatives, to enter upon and take possession of said tools, plant, equipment, materials and subcontracts, and to enforce, use and enjoy title thereto and possession thereof, and to sell the same as owner thereof, and agree that all monies and the proceeds of payments and properties hereby assigned shall be the sole property of the Company, and to be by it credited upon any loss, cost, damage, and expense sustained or incurred by it under the said bond or bonds and any other bond or bonds heretofore or hereafter executed at the request of the Indemnitors. If for any reason the Company deems it necessary to enforce any assignment, transfer or conveyance as provided herein, the Indemnitors hereby expressly authorize and empower any person or persons designated by the Company to endorse in the name of the payee and to collect any check, draft, warrant or other instrument made or issued in payment of any monies due on said contracts and to execute in the name of the Indemnitors any instruments necessary to secure absolute title to the Company of any funds, property and/or rights hereby assigned, transferred and conveyed.

5. That the Company may, at any time hereafter, without releasing or discharging the Indemnitors from any claim, demand, damage, action, costs, liability or any other expense theretofore incurred or accrued, take such action as it might deem necessary or proper to obtain its release from any and all liability under the said bond or bonds, and the Indemnitors further agree that they shall further secure and indemnify the Company against any and all charges, liabilities, attorneys' fees and expenses of whatever nature which the Company may sustain or incur or be put to in obtaining such release.

6. The Company may also alter, change, modify, amend, limit or extend the said bond or bonds, and any renewal or other obligation in place or in lieu thereof, and in any such case the Indemnitors shall be liable to the Company as fully and to the same extent on account of any such altered, changed, modified, amended, limited or extended bond or bonds or renewal or substitution thereof, whenever and as often as made, as though such bond or bonds is or are described at length herein.

7. The Company may also adjust, settle or compromise any claim, demand, suit or judgment arising under said bond or bonds, and with respect to any such claim, demand, suit or judgment, take whatever action it may deem appropriate; and its determination as to whether any such claim, demand or suit shall be settled or defended shall be binding and conclusive upon the Indemnitors. The voucher or other evidence of payment shall be prima facie evidence of the fact and extent of the Indemnitors' liability to the Company.

8. That it shall not be necessary for the Company to give to the Indemnitors or any of them notice, which is hereby expressly waived, of any act, fact or information coming to the notice or knowledge of the Company concerning or affecting its rights or liabilies under any such bond or bonds by it so executed, or the rights and liabilities of the Indemnitors herein.

9. This instrument shall protect any co-sureties, any reinsuring companies, or any other Surety procured at any time by the Company, whether the Company does or does not execute or retain any portion of said bond or bonds.

10. If the Company prosecutes any suit, action or proceeding to enforce any of the covenants herein contained, the Indemnitors shall pay the costs, charges and expenses, including attorneys' fees and disbursements incurred, all of which shall be included in any judgment or decree that may be rendered against the Indemnitors.

11. In the event it becomes necessary or advisable in the judgment of the Company to control, administer, operate or manage any or all matters connected with the performance of any contract in connection with which said bond or bonds were executed, for the purpose of minimizing any possible loss or ultimate loss to the Company, the Indemnitors hereby expressly covenant and agree that such action on the part of the Company shall be entirely within its rights and remedies under the terms of this agreement, and as Surety, and do hereby fully release and discharge the Company, in this connection, from liability for all actions taken by it or for its omissions to act, except for deliberate and wilful malfeasance.

12. Nothing herein contained shall be considered or construed to waive, abridge, or diminish any right or remedy which the Company might have if this instrument were not executed.

13. The Company shall have the absolute right at its option to decline to execute any bond or bonds without impairing the validity of this agreement, and no claim shall be made against the Company on account of its failure or refusal to execute such bond or bonds.

14. If any provision or provisions of this instrument be void or unenforceable under the laws of any place governing its construction, this instrument shall not be void or vitiated thereby, but shall be construed and enforced with the same effect as though such provision or provisions were omitted.

15. In case the execution hereof by any of the parties herein mentioned may be defective or invalid for any reason, such failure, defect or invalidity shall not in any manner affect the validity of this obligation or the liability hereunder as to any or all of the parties executing this obligation; but each and every of the parties joining herein shall be and remain fully bound and liable hereunder to the same extent as if such failure, defect or invalidity had not existed. This agreement although executed subsequent to the issuance of any bond or bonds referred to herein is of the same force and effect as though executed prior to the issuance of such bond or bonds.

In Testimony Where the Indemnitors have hereunder set th hands and affixed their seals

this 15th day of October 1956

Signed, sealed and delivered
in the presence of

ALLUM BROS.

X John Allum (Seal)

Address

X Bill Allum (Seal)

Address

STATE OF }
COUNTY OF } ss.:

On the day of , in the year , before me

personally came

to me known, and known to me to be the individual described in and who executed the

foregoing instrument, and

duly acknowledged to me that he executed the same.

Notary Public.

County.

STATE OF }
COUNTY OF } ss.:

On the day of , in the year , before me

personally came

to me known who, being by me duly sworn, did depose and say, that he resides in

, that he is the

of the the
corporation described in, and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

Notary Public.

(SEAL) County.

STATE OF Oregon }
COUNTY OF Lane } ss.:

On the 15th day of October, in the year 1956, before me

personally came JOHN ALLUM & BILL ALLUM to me known and known to me to be

a member of the firm of ALLUM BROS. described in and who executed the foregoing instrument, and he thereupon acknowledged to me that he executed the same as and for the act and deed of the said firm.

Howard W Page

Notary Public.

Notary Public in and for the State of Oregon.
My Commission Expires Oct. 11 1958

Lane County.

RECEIVED
AUG 16 1957
FOR FILING
19-1025
4 5 6

Filed

August 15, 1957

St. Paul Fire & Marine Insurance Company
200 Mills Building
San Francisco 6, California

Attention: Mr. R. E. Jones
Bond Claims Department

Gentlemen:

This acknowledges your letter of August 14, 1957 in which you request that we withhold any and all progress payments and retentions due or to become due Allum Brothers in connection with State Highway Contract No. 4880, which was awarded to Allum Brothers, for the grading and oiling of the Silver Lake Section of the Fremont Highway, Lake County, Oregon, until such time as you notify us in writing to the contrary.

We shall be pleased to comply with your request. Our Chief Auditor is being instructed accordingly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: C. H. Maison (2)

REFERRED TO
BY SECRETARY
note on card

NOTED ON CARD
cml

Files

ST. PAUL FIRE and MARINE INSURANCE COMPANY

ST. PAUL MERCURY INSURANCE COMPANY

The St. Paul Companies INSURANCE LAND • SEA • AIR FOUNDED 1853

PACIFIC DEPARTMENT, 200 Mills Building, SAN FRANCISCO 6, CALIFORNIA Phone SUtter 1-4022

August 14, 1957

AIR MAIL

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

RE: Bond No. 404 GB 0154 - Claim No. 80-800885
Principal; Allum Brothers
Obligee: State of Oregon
Contract No. 4880

I wish to confirm my telephone conversation with Mr. Glaisyer on August 14, 1957, wherein I advised him that this Company, as surety, under our bond above numbered given to the State of Oregon, as obligee, under Contract No. 4880 covering grading and oiling of the Silver Lake Section of Fremont Highway in Lake County, hereby gives notice to withhold any and all progress payments and retentions due or to become due on this job until such time as we notify you in writing to the contrary.

We are advised there are unpaid material and labor claims against this job in an amount approximating the balance of the contract funds. We have received notices of levy filed by the United States Internal Revenue Service aggregating in excess of $36,000.00 filed against these funds.

We are meeting with Allum Brothers in order that these matters might be properly settled.

Yours very truly,

R. E. Jones
Bond Claims Department

REJ:hw

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
AUG 1[illegible] 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
AUG 15 1957
FOR FILING

2 1 5

4880

COPY

Salem, Oregon
August 14, 1957

Mr. C. H. Maison
Chief Auditor
BUILDING

Withholding payments to Allum Bros, on State Highway Contracts No. 4880 and 4592

This note is to confirm the information that I gave to you a few moments ago over the telephone regarding future payments to Allum Brothers in connection with State Highway Contracts No. 4880 and No. 4592.

The surety on the bond furnished by Allum Brothers in connection with these jobs has just advised me by telephone to withhold all payments to the contractor in connection with both of these jobs. They will confirm their request by letter which I anticipate receiving in tomorrow morning's mail. If and when received, I will give you a copy of it.

In the meantime, as stated above, all payments in connection with both jobs are to be withheld starting today.

Secretary

HBG/dp

Referred to
Query
By Secretary

to note

Noted
Floyd Query

Noted on card
em

RECEIVED
AUG 13 1957
FOR FILING
19-1125

Salem, Oregon
August 12, 1957

Mr. L. I. Lindas
Chief Counsel

Attached is a Notice of Levy served on me by the U.S. Internal Revenue Service at 10:30 a.m. this morning. The levy is against Allum Bros. in the amount of $15,327.69 for unpaid internal revenue taxes. This appears to be a duplicated filing of a notice filed July 9, 1957 against Allum Bros. in the sum of $21,417.18.

This filing may apply to funds due the contractor under our Contracts 4880 and 4592.

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

RECEIVED
AUG 13 1957
FOR FILING
12 M 25

Salem, Oregon
August 12, 1957

Mr. L. I. Lindas
Chief Counsel

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This filing may apply to funds due the contractor under our Contracts 4880 and 4592.

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

REFERRED TO
BY SECRETARY

I think there must be a duplicate of the notice or need second copy ago - except this one is on a lesser quality. Evidently they had something on the original - better impression + second or card - yes

RECEIVED
AUG 13 1957
FOR FILING

August 12, 1957

St. Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

A Notice of Levy was filed in this office at 10:30 a.m. this morning by the U. S. Internal Revenue Service against Allum Bros. for internal revenue taxes in the amount of $15,327.69. This appears to be a duplicate filing in a smaller amount for a filing which was made in our office on July 9, 1957 in the amount of $21,417.18. This filing may apply to funds due the contractor under our contracts 4880 and 4592.

We provide this information as your Company appears as Surety on the Performance Bonds of the contracts mentioned.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

MQ:fp

cc Tromp & McKinley Agency
43 West Broadway
Eugene, Oregon

Allum Bros.
960 West 7th Street
Eugene, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper
C. H. Marion

RECEIVED
AUG 5 1957
FOR FILING

4592

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1957

SUBJECT: Allum Bros. Contractors
Contract No. 4592
Contract No. 4880

To: Mr. H. B. Glaisyer
Secretary
O f f i c e

In regard to the "Notice of Levy" which was served on you concerning the above-named contract, please be advised that the sum of $21,417.18, in addition to any other attachments which might be levied, should be withheld from the retained percentages until the "Notice of Levy" is properly discharged.

G. E. Rohde
Assistant Counsel

GER:bk
cc - C. H. Maison, Auditor

RECEIVED
AUG 1 1957
FOR FILING

Salem, Oregon
July 31, 1957

C. H. Maison
Auditor

Allum Brothers --
Contracts 4592 and 4880

On July 9, 1957 there was served on this office by the United States Internal Revenue Service a notice of levy against Allum Brothers in the amount of $21,417.18. This notice appears to be a lien upon all payments that are due Allum Brothers in connection with State Highway Contracts, particularly Contracts Nos. 4592 and 4880. In conformity with this notice you are now withholding funds earned by Allum Brothers in connection with the above contracts.

Mr. Bob Jones, San Francisco, representative of the St. Paul Mercury and Indemnity Company and the St. Paul Fire and Marine Insurance Company, which wrote the bond in connection with the above mentioned contracts, telephoned me today about this lien and inquired whether or not it is the intention of the State Highway Department to withhold future payments to Allum Brothers until the lien had been satisfied. There is now due in payments to Allum Brothers approximately $23,000. They have $19,000 worth of bills outstanding which they wish to pay with this money. If it is the intention of the State Highway Department to withhold payments, then Allum Brothers will close down their work, thus delaying completion of both jobs.

It is my understanding that the amount of the retained percentage that we are holding on these jobs is more than sufficient to satisfy the lien of the Internal Revenue Service. I have discussed this matter with Mr. Leonard Lindas, Chief Counsel, who was advised of the facts. Mr. Lindas stated that circumstances being as presented, it would be satisfactory to release to Allum Brothers monies due on current estimates, but we must make certain that we retain a sufficient amount to offset the amount of the lien.

In view of Mr. Lindas' advice, it will be satisfactory for you to send to Allum Brothers warrants covering the payments now due; however, bear in mind we must retain at least $21,417.18 to pay the Government's claim until the matter of the lien has been resolved. There is a possibility that the lien may be satisfied by an assignment of funds. If and when that materializes, I will advise you further.

H. B. Glaisyer, Secretary

HBG:jmc
cc: L. L. Lindas

~~# # # # #~~

/ / ~~Paul Jones~~ BB Jones mica

Moore CA. 7-5504
call before 3:30
Sid 11:30 AM

Paul Murray

Allan Brazda

4880
Jones

4592
Mc Kane

$ 18,000 coming

Gort. Kinnett
21,000 claim
76,000 bal. Topaz by state

wants

called Jones - told him
in mtg where the 18000 was due
but may have to sell our 21000
for first of pay claim.
He will resolve the matter
with the gvt Rep. soon.
JMS 7/31

RECEIVED
JUL 12 1957
FOR FILING

July 11, 1957

St. Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

On July 9, the U. S. Internal Revenue Service served a Notice of Levy in this office against Allum Bros. The levy is in the sum of $21,417.18 for internal revenue taxes, and may be applicable to funds due Allum Bros. on Contract No. 4592 for grading and oiling the Deep Canyon Section of the McKenzie Highway in Deschutes County, and on Contract No. 4880 for grading and oiling the Silver Lake Section of the Fremont Highway in Lake County.

We provide this information as your Company appears as Surety on the Performance Bonds of the contracts mentioned.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Troup & McKinley Agency
53 West Broadway
Eugene, Oregon

Allum Bros.
960 West 7th Street
Eugene, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

Noted on Card

Contract #4880

RECEIVED
JUL 31 1957
FOR FILING

4580

Salem, Oregon
July 9, 1957

COPY

Leonard I. Lindas
Chief Counsel Office

Attached is a notice of levy by the Internal Revenue Service filed in this office at 10:15 a.m. today. The levy is against Allum Brothers, pertaining to funds which may be due them from the State Highway Department.

A reply should be made to the Internal Revenue Service in Salem, attention of Mr. Robert A. Weber, and an envelope is attached for that purpose.

Secretary

FQ:em

Attach. 2

cc: C. H. Maison

(Photostatic copy of NOTICE OF LEVY filed in folder for Contract No. 4592, Allum Bros.) em

NOTED ON CARDS
em

RECEIVED
APR 2 - 1957
FOR FILING
19-1025
7x80

April 2, 1957

Allum Bros.
960 W. 7th St.
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4880, which was awarded to you on March 1, 1957, by the State Highway Commission, for grading and oiling on the Silver Lake Section of the Fremont Highway in Lake County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

cem

Encl.

RECEIVED
MAR 5 1957
FOR FILING

19-1035
4880

March 4, 1957

Allum Brothers
Box 253
Eugene, Oregon

Gentlemen:

The State Highway Commission on March 1, 1957, awarded to you State Highway Contract No. 4880 for grading and oiling on the Silver Lake Section of the Fremont Highway in Lake County.

This award was based on your bid of $30,110.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
JUL 22 1957
FOR FILING

July 16th, 1957

W C WILLIAMS

FINAL COST ANALYSIS

Lane County Guard Rail Project — Guard Rail — Willamette & McKenzie Highways
Contract #4881 — J. C. Compton, Contractor — Prefix 20-1615
H. E. Mayfield, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Metal Guard Rail, New Design	3,057.4	Lin. Ft.	$2.60	$2.609	$ 7,977.40	$ 7,949.24
Force Account					170.64	170.64
					$ 8,148.04	$ 8,119.88

Total Cost	$8,148.04
Gross Revenue	8,119.88
Net Loss	$ 28.16

Net Loss Equals 0.3% of Gross Revenue

RECEIVED
JUL 19 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Detail of Cost

Labor:					
Labor				$1,519.75	
Labor Insurance				138.37	
Health and Welfare				66.10	
					$1,724.22
Materials:					
Guard Rail & Posts	3,057.4	Lin. Ft.	at $1.74	$5,319.88	
Paint	15	Gal.	" 3.45	51.75	
Thinner	1	"	" 0.70	.70	
Freight				4.12	
					5,376.45
Equipment Rental & Misc. Supplies:					
Equipment Rental, Owned				$ 169.13	
Gas, Oil and Grease				159.26	
Bond				40.60	
Small Tools & Misc. Supplies				3.38	
Home Office and General Overhead				675.00	
					1,047.37
T o t a l C o s t					$8,148.04

Remarks:

This was a "State Project" calling for the construction of 3,100 lineal feet of metal guard rail on the Willamette and McKenzie highways in Lane County. The project was bid and awarded March 1st, 1957. Work started April 3rd, and was completed May 27th, 1956. Final received June 13th, 1957.

The contractor moved in a tractor with attached auger and started setting posts on the Willamette Highway April 3rd. Very good progress was made on the section at M.P. 5.62. The next section at M.P. 23.83 to 24.07 required a backhoe to dig post holes due to large rock in the fill area. Some roadway was damaged at this location but was repaired by the contractor. The last section, at M.P. 55, was also slowed down somewhat due to large rock in the shoulder area. Forty-six posts on the Willamette section were found to be defective, causing the contractor to remove and to replace with good one s. The contractor then moved to the McKenzie Highway which had two sections where progress was very good as the digging was fair. The painting of the guard rail was then started and all work was completed May 27th, 1957.

The contractor shows a small loss due mainly to slow progress in some sections and the digging out and replacing of posts that were defective.

M. N. Juve
Chief Cost Analyst

By . . C. E. Layton

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

(date)

June 28, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4881	3-Final	J. C. Compton Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14711	H-185029	$ 500.00	6/28/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 70 workdays from 4-1-57.

Time Extensions: None

Completion Date: May 27, 1957

Date Accepted: June 27, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: July 1, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 1 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUN 25 1957
FOR FILING

June 24, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4881, for work performed on the Lane County Guard Rail Project, Willamette and McKenzie Highways, was completed by the contractor, J. C. Compton Co., on May 27, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $8,119.88, of which amount $170.64 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Gordon Carey Insurance Agency
334 Third St.
McMinnville, Oregon

NOTED ON CARD

RECEIVED
JUN 11 1957
FOR FILING

4881

June 11, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co. in connection with Contract No. 4881, for guard rail on Willamette and McKenzie Highways in Lane County. This payment, in the amount of $915.98, will be released to the contractor on or after June 21, 1957. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

cc: Gordon Carey Insurance Agency
33½ Third St.
McMinnville, Oregon

NOTED ON CARD

Form E-1-Rev 6-56—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

21-1615

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 1, 19 57

Section Lane County Guard Rail

Highway Willamette & McKenzie

Contractor J. C. Compton Co.

Date of contract March 1, 19 57

Date work started April 3, 19 57

Project authorization $9,067.50

Exclusive of Engineering $8,422.70

Kind of work Guard Rail

Section prefix 20-1615

Contract number 4881

Date of completion 70 workdays begin April 1, 19 57

Estimated date of completion May 27, 19 57

Per cent of time elapsed 30/70 42.9 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 8,110.15

Estimated per cent ~~excess~~ or underrun . . . . . 3.45 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . $ 644.80

Engineering cost to date $ 609.39, 94.5 %

Date project was completed May 27, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Painter was contacted Saturday, May 25. He worked Saturday, Sunday, and Monday, finished the 2nd coat and that portion which needed a third coat to obtain proper coverage.

This project was completed Monday, May 27, 1957 and this will be the last weekly report.

CONSTRUCTION DIVISION

RECEIVED

JUN 3 1957

NOTED: CE ACE ACE COE

Noted
M. N. Juve

NOTED
FOREST GROVE

Signed H. E. Mayfield

Address Rm 5 506½ Main St. Springfield, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 80388

	GUARD RAIL	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
in project	3100				
partially completed	--				
completed	3057.4				
al estimated quantities (contract)	3100				
tal quantities corrected to date	3057.4				
imated quantities moved or placed to date	3057.4				
erage daily quantities	102				
erage daily quantities necessary to complete project on time	--				
mber shifts per day	1				
urs per shift	8				
verage force on project for week	1/				
en	1				
pervision					
en and trucks under 3 tons					
n and trucks over 3 tons					
len and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., Paint Sprayer 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
unday	fair		
Monday	fair		
Tuesday	fair		
Wednesday	fair		
Thursday	cloudy		
Friday	cloudy		
Saturday			

RECEIVED
MAR 27 1957
FOR FILING

March 26, 1957

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded by the State Highway Commission on March 1, as follows:

Contract No. 4879, for installing guard rail on the Rock Point Section of the Pacific Highway in Jackson County.

Contract No. 4881, covering the Lane County Guard Rail Project on the Willamette and McKenzie Highways in Lane County.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAR 5 1957
FOR FILING

20-11-15

4451

March 4, 1957

J. C. Compton Company
U. S. National Bank Building
McMinnville, Oregon

Gentlemen:

The State Highway Commission on March 1, 1957, awarded to you State Highway Contract No. 4881 for installation of a guardrail on the Lane County Guardrail Project on the McKenzie and Willamette Highways in Lane County.

This award was based on your bid of $8,060.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

Shaniko [illegible] Pro.. Pe.i.on 1/57
[illegible]
No. 2

RECEIVED
AUG 1957

W. C. Williams

Shamko Rock Production
Contract No. 4882

FINAL COST ANALYSIS
Rock Production
C. C. Meisel, Contractor
Lowell M. Stratton, Resident Engineer

August 2, 1957

Sherman Highway
Prefix: 33-8309

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-½" Cr. Mat'l in Stockpile	500.7	Cu. Yd.	$2.65	$2.70	$ 1,354.61	$ 1,326.86
½"-¼" Cr. Mat'l in Stockpile	3,410.5	" "	2.65	2.70	9,226.97	9,037.83
3/4"-0 Cr. Mat'l in Stockpile	583.3	" "	2.65	2.70	1,578.09	1,545.75
¼"-#10 Cr. Mat'l in Stockpile	451.7	" "	2.65	2.70	1,222.06	1,197.01
¼"-0 Cr. Mat'l in Stockpile	1,500	" "	2.65	2.70	4,058.20	3,975.00
3/8"-0 Cr. Mat'l in Stockpile	3,378.9	" "	2.65	2.70	9,141.46	8,954.09
Stockpile Screen Rejects	4	" "	.25			1.00
Stockpile Hauling Screen Rejects	10.4	Yd. Mi.	.12			1.25
Stockpile Haul Adjustment, Favor of Contractor	162.3	" "	.12			19.48
Force Account					374.25	384.26
					$26,955.64	$26,442.53

Total Cost	$26,955.64
Gross Revenue	26,442.53
Net Loss	$ 513.11

NOTED
W. C. WILLIAMS

Net Loss Equals 1.94% of Gross Revenue

RECEIVED
1957
OFFICE OF
ENGINEER

Crushing Breakdown, Quarry 0.1 Mi. E. of M.P. 54.4 Sherman Highway

	Quantity	Unit	Cost	Unit Cost
Load and Shoot Quarry	9,825.1	Cu. Yd.	$ 3,879.35	$0.395
Haul to Crusher	9,825.1	" "	5,050.16	0.514
Crushing	9,825.1	" "	11,603.40	1.18
Haul to Stockpile Sites	9,825.1	" "	6,048.18	0.615
Total Cost in Stockpile	9,825.1	Cu. Yd.	$26,581.09	$2.704
Prepare Stockpile Sites and Build Haul Road			374.25	
Total Cost			$26,955.64	

The crushing plant operated 180 hours for an average production of 54.58 cubic yards per working hour.

Detail of Cost

Contract #4882

Labor:

Labor and Supervision	$6,722.97	
Labor Insurance	720.03	
Health and Welfare	266.90	
		$ 7,709.90

Equipment Rental and Misc. Supplies:

Equipment Rental, Owned	$6,118.20	
" " , Hired	7,293.10	
Gas, Oil and Grease	1,154.29	
P.L. and P.D. Insurance	100.84	
Explosives	1,538.35	
Small Tools and Misc. Supplies	317.19	
Move In and Set Up	2,224.84	
Freight	36.19	
Bond	198.32	
Home Office and General Overhead	264.42	
		19,245.64
Total Cost		$26,955.64

Remarks:

This was a "State Project" consisting of furnishing 9,825.1 cubic yards of crushed materials in stockpile for later use by the State in connection with maintenance operations on the Shaniko Section of the Sherman Highway in Wasco County.

This project was bid and awarded March 1st, 1957. Work started April 26th and was completed June 19th, 1957.

J. Wilson & Son, crushing operator, did the entire crushing on this contract for C. C. Meisel.

The drilling crew, with a compressor and wagon drill, moved onto the project Friday, April 26th, and started drilling Monday, April 29th. The first shot was loaded and fired Thursday. The shot was apparently good.

Crushing equipment was moved in the week of May 10th. Two weeks were taken to set up the plant. This excessive length of time required for plant erection was due to very wet ground, making it very difficult to obtain stable foundation for the plant.

Crushing operations began Monday, May 20th, on a two 7½-hour shift basis and averaged approximately 46.6 cu. yd. per hour. Overall production rate was 54.48 cu. yd. per hour.

The good quality material in the quarry was very spotty, requiring the contractor to shift about quite a bid to obtain the material required.

The crushing operator suffered a loss on his operations and it is my opinion that this was due to the wet conditions met in setting up the plant and to the poor quality of the quarry. Also, I believe that the bid price was about $0.25 a yard too low.

M. N. Juve
Chief Cost Analyst

By . . Gordon K. Hanson

RECEIVED
AUG 14 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) July 30, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4882	3-Final	C. C. Meisel	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16877	H-187262	$ 793.61	7/30/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **90 workdays from 4-1-57**

Time Extensions: **None**

Completion Date: **June 19, 1957**

Date Accepted: **Aug. 8, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: Aug. 12, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 13 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUL 22 1957
FOR FILING

July 22, 1957

CERTIFIED MAIL

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

State Highway Contract No. 4882 for rock production on the Shanike Section of the Sherman Highway in Wasco County was completed by the contractor, C. C. Meisel, on June 19, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $793.61 will be released to the contractor after acceptance by the Commission. The total contract amount is $26,442.53, of which amount $384.26 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Standard Accident Insurance Co.
Robert P. Dawson
Portland Trust Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
JUL 10 1957
FOR FILING

July 9, 1957

CERTIFIED MAIL

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. C. Meisel in connection with Contract No. 4882, for rock production on the Shanike Section of the Sherman Highway in Wasco County. This payment, in the amount of $13,962.42, will be released to the contractor on or after July 19, 1957. The retained percentage is $793.27.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Robert P. Dawson
Portland Trust Bldg.
Portland, Oregon

NOTED ON CARD

Form E-1—1934—6-56

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June ~~20~~ 29, 19 57

Section Shaniko

Highway Sherman

Contractor C. C. Meisel

Date of contract March 1, 1957

Date work started April 26, 1957

Project authorization . . . . . $ 31,500.00
Exclusive of Engineering . . . . $ 29,260.00

Kind of work Rock Production

Section prefix 33-8309

Contract number 4882

Date of completion 90 days April 1, 1957

~~Estimated~~ date of completion June 19, 1957

Per cent of time elapsed 40 days 44 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 28,641.11

Estimated per cent overrun or underrun . . . . . -2.1 %

Per cent of contract completed, based on total contract price . . . . . 100.0 %

Engineering authorization . . . . $ 2,240.00

Engineering cost to date $ 2,200, 98 %

Date project was completed JUNE 19, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final Estimate completed and mailed to the Division Office Thursday.

Contractor moving out this week.

FINAL REPORT.

CONSTRUCTION DIVISION
RECEIVED
[illegible]

NOTED [illegible] ME COE

Noted
M. N. Juve

NOTED
[illegible] HOOPER

Signed Forrest M. Stratton

Address Madras, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 96033

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
es in project					
es partially completed					
es completed					
l estimated quantities (contract)			10,000.0		
l quantities corrected to date			9,825.1		
mated quantities moved or placed to date			9,825.1		
rage daily quantities					
rage daily quantities necessary to complete roject on time					
er shifts per day					
s per shift					
rage force on project for week					

rvision

and trucks under 3 tons

nd trucks over 3 tons

and tractors

oment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

ompressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
y	Fair		
ay	" "		
ay	" "		
esday	Cloudy		
day	Fair		
y	" "		
day			

RECEIVED
APR 2 - 1957
FOR FILING

April 2, 1957

Mr. C. C. Wiesel
Box 206
McMinnville, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4582, which was awarded to you on March 1, 1957, by the State Highway Commission, for rock production on the Shanike Section of the Sherman Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

CEM

Encl.

RECEIVED
MAR 5 1957
FOR FILING

33-8309

4272

March 4, 1957

Mr. C. C. Meisel
Box 206
McMinnville, Oregon

Dear Mr. Meisel:

The State Highway Commission on March 1, 1957, awarded to you State Highway Contract No. 4882 for the Shaniko Rock Production Project on the Sherman Highway in Wasco County.

This award was based on your bid of $26,500.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

136-1011 [illegible] 1.77
[illegible]

RECEIVED
OCT 21 1957
NOTED
FOR FILING W. C. WILLIAMS

Contract #4983

FINAL COST ANALYSIS

Hopewell Section
Grading and Oiling
Contractor, D.F. McKenzie
Res. Engr., L.L. MacIntyre

October 18, 1957
Bellevue-Hopewell Hwy.
Prefix 136-1041

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	All	--	$2,000.00	$ --	$ 733.76	$2,000.00
Drainage Excavation	109.97	C.Y.	5.00	2.00	220.41	549.85
General Excavation	6,787.4	C.Y.	.50	.46	3,092.11	3,393.70
Finishing Roadbed & Slopes	.284	Mile	1,000.00	522.28	148.33	284.00
12" Concrete Pipe	102	Lin.Ft.	2.00	1.56	159.39	204.00
24" Concrete Pipe	48	Lin.Ft.	5.00	4.07	195.45	240.00
Class "A" Concrete	61.09	C.Y.	56.00	56.00	3,421.04	3,421.04
Metal Reinforcements	8,796	Lbs.	.145	.145	1,275.42	1,275.42
Coarse Crushed Mat'l. in Base	2,992	C.Y.	2.35	2.04	6,110.64	7,031.20
3/4"-0 Mat'l. in Base	425	C.Y.	2.50	2.19	924.48	1,062.50
Sprinkling	132	M/Gal.	3.00	1.77	233.59	396.00
Furn. & Place Aggregate	247	C.Y.	4.00	4.00	988.00	988.00
120-150 Asphalt	23.33	Ton	60.00	60.00	1,399.80	1,399.80
PA#1 Cement Adj., Favor of Contr.	5.625	BBl.	4.85	4.85	27.28	27.28
Force Account					90.69	90.69
					$19,020.39	$22,363.48

Gross Revenue	$22,363.48
Total Cost	19,020.39
Profit	$ 3,343.09

Net profit equals 15% of gross revenue.

DETAIL OF COSTS

L A B O R			
	Labor		$2,185.00
	Labor Insurance		202.07
			$2,387.07
M A T E R I A L S			
	12" Concrete Pipe	102 at $1.00	$ 102.00
	24" Concrete Pipe	48 at 3.10	148.80
	Base Rock Purchased & Hauled from Grand Island Sand & Gravel Company	2,992 C.Y. at 1.80	5,385.60
	3/4-0 Rock Purchased & Hauled from Grand Island Sand & Gravel Co.	425 C.Y. at 1.80	765.00
			$6,401.40
E Q U I P M E N T R E N T A L S & M I S C. S U P P L I E S			
	Equipment rental		2,131.98
	Gas, oil and grease		357.50
	Bond		128.09
	PL and PD insurance		27.31
	Amt. paid C.C. Meisel for oiling work		2,387.80
	Amt. paid Lillebo for box culvert		4,723.74
	Home office and overhead		475.50
			$10,231.92
			$19,020.39

files

Hopewell Section
Contract #4883

REMARKS:

This was a State Project calling for the grading and oiling of 0.28 mile of highway roadbed on the Hopewell Section of the Bellevue-Hopewell Secondary Highway in Yamhill County.

The contract was bid and awarded March 1, 1957. Work started March 27, 1957, and the project was completed August 1, 1957.

The contractor moved in one D-7 cat and dozer and one laborer on March 27, and started the clearing, which consisted of small ash trees and brush. The clearing was done in less than two weeks.

The contractor did the clearing and excavating for the box culvert in two days. The placing of the forms and the metal reinforcement and the pouring of the concrete was done by Tom Lillebo, cement contractor and bridge builder at the bid prices.

The contractor moved in one D-8 cat and carryall on June 3, 1957, and started the excavation on June 4, using one D-7 cat for pushing. The excavation consisted of borrow material adjacent to the Highway. Very good progress was made on this item.

The coarse base and the 3/4"-0 gravel was furnished and hauled to the road by the Grand Island Sand and Gravel Company, and the street work was performed by the contractor with his blade and roller. A profit was realized on the crushed gravel.

The oiling work was done by C. C. Meisel at the bid prices.

The contractor had good bid prices, good equipment, and personal supervision, realizing an excellent profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
SEP 13 1957
FOR FILING

files

OREGON STATE HIGHWAY DEPARTMENT

(date)
September 4, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
136-1011	5 f	D. F. McKenzie	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20144	H 190757	$ 670.90	Sept. 4, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weinbaum
ACCOUNTING DIVISION

Specified completion Date: 90 workdays from 4-1-57

Time Extensions: None

Completion Date: Aug. 1, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 16, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:
SEP 17 1957
GC

NOTED ON CARD

RECEIVED
AUG 26 1957
FOR FILING

August 23, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4883 for grading and oiling on the Hopewell Section of the Bellevue-Hopewell Highway in Yamhill County was completed by the contractor, D. F. McKenzie, on Aug. 1, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $670.90 will be released to the contractor after acceptance by the Commission. The total contract amount is $22,363.48, of which amount $90.69 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm
cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 15 1957
FOR FILING

136-1041

4573

August 14, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to D. F. McKennie in connection with Contract No. 4883, for grading and oiling on the Hopewell Section of the Bellevue-Hopewell Highway in Yamhill County. This payment, in the amount of $10,144.77, will be released to the contractor on or after August 24, 1957. The retained percentage is $670.90.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—1084—12-56

OREGON STATE HIGHWAY DEPARTMENT

136-1041

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 3, 19 57

Section HOPEWELL

Highway Bellevue / Hopewell County Yamhill

Contractor D. F. McKenzie

Date of contract March 1, 1957

Date work started March 27, 1957

Project authorization . . . . . $ 24,803.44
Exclusive of engineering . . . . $ 23,039.64

Kind of work Grading & Oiling

Section prefix 136-1041

Contract number 4883

Specified work days 90 Beg. 4-1-57

Work days used 59

Per cent of time elapsed 65.6 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 22,624.65

Estimated per cent ~~overrun~~ underrun . . . . . -2.2 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 1,769.80

Engineering cost to date $ 1,627.27, 92.3 %

Date project was completed August 1, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed cleanup on project. Semi-final estimate turned in to Division Office August 1, 1957. Dozer which is at present on the job will be moved with in the next week.

FINAL REPORT

NOTED
[illegible]

CONSTRUCTION DIVISION
RECEIVED
AUG - 5 1957

NOTED

Noted
M. N. Juve

NOTED
C. E. PAULSEN

CE ACE ACE CUE

Signed L. L. MacIntyre

Address L. L. MacIntyre Res. Eng.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.28	0.28		0.28	
Miles partially completed					
Miles completed	0.28	0.28		0.28	
Total estimated quantities (contract)	5,900	3,850		20 T	
Total quantities corrected to date	6,788	2,992		24 T	
Estimated quantities moved or placed to date	6,788	2,992		24 T	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Clear		
Friday	Clear		
Saturday			

RECEIVED

RECEIVED
APR 2 - 1957
FOR FILING

136-1041

4883

April 2, 1957

Mr. D. F. McKenzie
1465 Mission St.
Salem, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4883, which was awarded to you on March 1, 1957, by the State Highway Commission, for grading and oiling on the Hopewell Section of the Bellevue-Hopewell Highway in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

cem

Encl.

RECEIVED
MAR 5 1957
FOR FILING

136-104
4883

March 4, 1957

D. F. McKenzie Company
1465 Mission Street
Salem, Oregon

Gentlemen:

The State Highway Commission on March 1, 1957, awarded to you State Highway Contract No. 4883 for grading and oiling on the Hopewell Section of the Bellevue-Hopewell Highway in Yamhill County.

This award was based on your bid of $21,347.50, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

FORM S-133 5M4 REVISED 2-55

RECEIVED
FEB 25 1957
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

136-1041

4-83

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

February 21, 1957

Portland General Electric Company
Electric Building
Portland 5, Oregon

Re: Portland General Electric Company
Powerline Adjustment
Hopewell Section
Bellevue-Hopewell Highway
Yamhill County

Gentlemen:

Bids on the above titled project will be received on March 1, 1957 and it appears that some of your facilities must be adjusted in order to accommodate the highway construction. This adjustment involves the moving of one pole now located on the northerly side of the highway at Highway Engineer's Station 13+20, and the construction of a new crossing near Station 12+00.

It appears that your existing facility is on the existing right of way in accordance with Permit No. 2296, dated October 7, 1946, so that it will be your obligation to make the necessary adjustment without reimbursement. It is requested that you proceed with the work as promptly as reasonably may be possible.

Further details may be secured from Mr. Floyd Lacy, Resident Engineer on the project, with headquarters in Salem.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. J. D. Walker
Mr. Floyd Lacy

NOTED
FORREST COOPER

RECEIVED
FEB 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123 90M REVISED 2-53

RECEIVED
FEB 25 1957
FOR FILING

134-1091
1223

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 21, 1957

West Coast Telephone Company
315 Cedar Street
Beaverton, Oregon

Re: West Coast Telephone Company
Telephone Line Adjustment
Hopewell Section
Bellevue-Hopewell Highway
Yamhill County

Gentlemen:

Bids on the above titled project will be received on March 1, 1957 and it appears that some of your facilities must be adjusted in order to accommodate the highway construction. This adjustment involves the moving of a pole located on the northeasterly side of the highway at Highway Engineer's Station 4+00 and the construction of a new crossing near Station 4+25.

It appears that your existing facility is on the existing right of way in accordance with Permit No. 3748, dated October 16, 1951, so that it will be your obligation to make the necessary adjustments without reimbursement. It is requested that you proceed with the work as promptly as reasonably may be possible.

Further details may be secured from Mr. Floyd Lacy, Resident Engineer on the project, with headquarters in Salem.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. A. G. Skelton
Mr. Floyd Lacy

NOTED
FORREST COOPER

RECEIVED
FEB 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 15 1957
FOR FILING

136-1041

4883

February 14, 1957

Mr. S. H. Probert
Office Engineer
BUILDING

Dear Mr. Probert:

I am enclosing for your records a copy of Survey Resolution No. 148, adopted by the Oregon State Highway Commission on January 22, 1957, authorizing that a survey be made of the Hopewell Section of the Bellevue-Hopewell Secondary Highway beginning at Highway Engineer's Station 0+00 and extending in a southerly and easterly direction to Highway Engineer's Station 15+00, in Yamhill County.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
Enclosure
cc: Mr. H. B. Simpson

RECEIVED
FEB 15 1957
FOR FILING

February 14,1957

Mr. G. E. Rohde
Chief Office Section
Legal Department
BUILDING

Dear Mr. Rohde:

I am enclosing for your records a copy of Survey Resolution No. 148, adopted by the Oregon State Highway Commission on January 22, 1957, authorizing that a survey be made of the Hopewell Section of the Bellevue-Hopewell Secondary Highway beginning at Highway Engineer's Station 0+00 and extending in a southerly and easterly direction to Highway Engineer's Station 15+00, in Yamhill County.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
Enclosure

RECEIVED
FEB 15 1957
FOR FILING

FORM E30—50M—6-56—56654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1957

H-0
1-22-57

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

L

Herewith seven copies of a sketch map for use in securing Commission approval of the Hopewell relocation on the Bellevue-Hopewell Highway. This project is scheduled for contracting at the February 28th - March 1st letting, with an allocation of $25,000 of State funds.

Mr. Barbee and Mr. Edwards have checked and approved these prints.

Tom Edwards
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

NOTED
FORREST COOPER

RECEIVED
JAN 16 1957
FOR FILING

January 14, 1957

Oregon State Highway Commission

Gentlemen:

The 1957 budget contains an item of $23,000 for reconstruction of a short section of the Bellevue-Hopewell Highway at the community of Hopewell. In this connection, I am submitting a map which indicates the revised alignment and cross section and ask that you approve the survey and acquisition of the necessary right of way.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards
Mr. R. L. Porter

FC:me fn

IR-5-966

BEGINNING OF SURVEY
Sta. 0+00
Relocated Highway
END OF SURVEY
Sta. 15+00

HIGHWAY

HIGHWAY

Existing Highway

32

T.5 S., R.3 W.

T.6 S., R.3 W.

SALEM - DAYTON HIGHWAY

To Dayton

28

County Road

33

Wheatland Ferry

34

RIVER

WILLAMETTE

County Road

To Salem

To Salem

TION

30'-40'

11'

4'

R/W Line

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date January 14, 1957

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

HOPEWELL SECTION

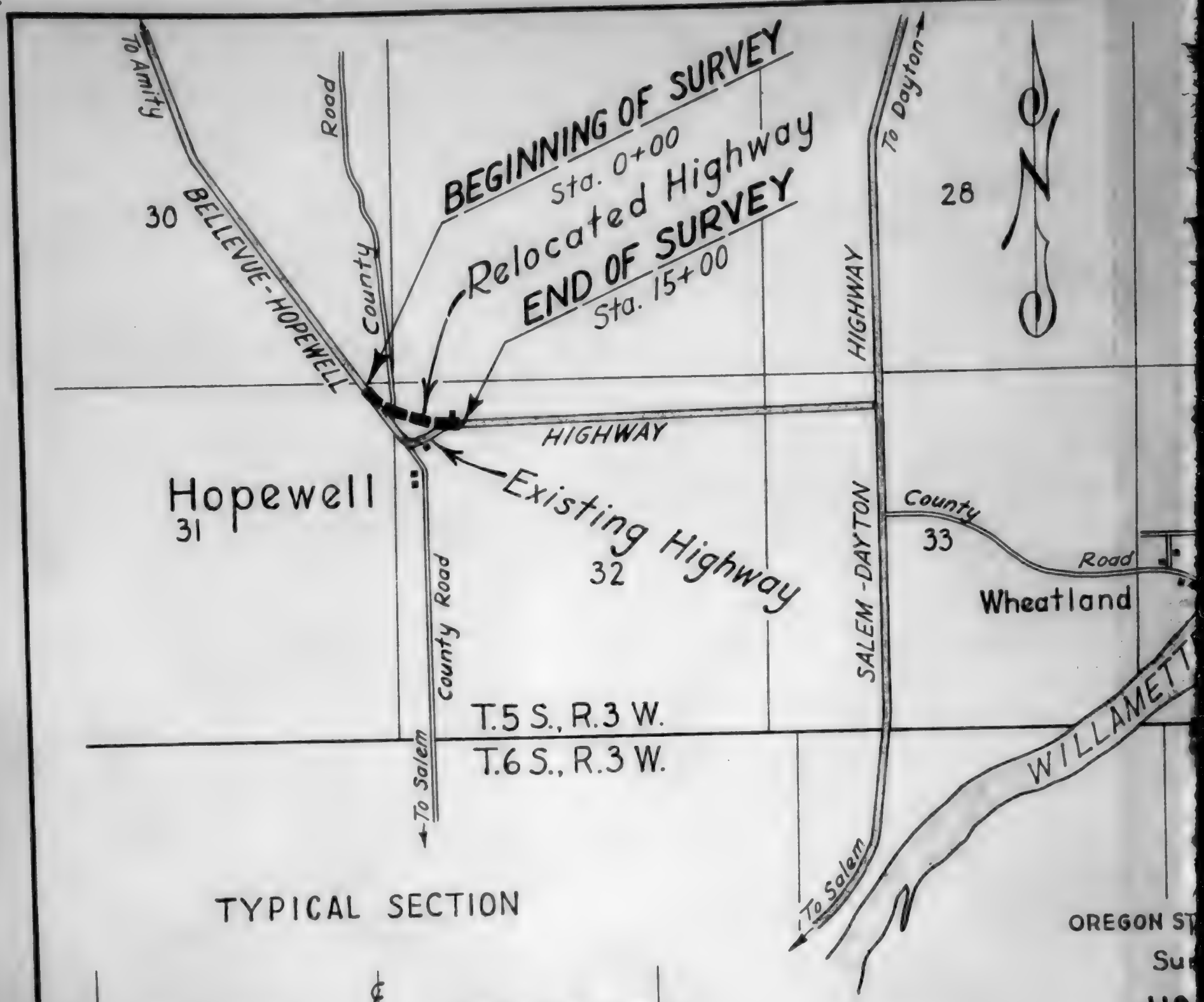
BELLEVUE - HOPEWELL HIGHWAY

YAMHILL COUNTY

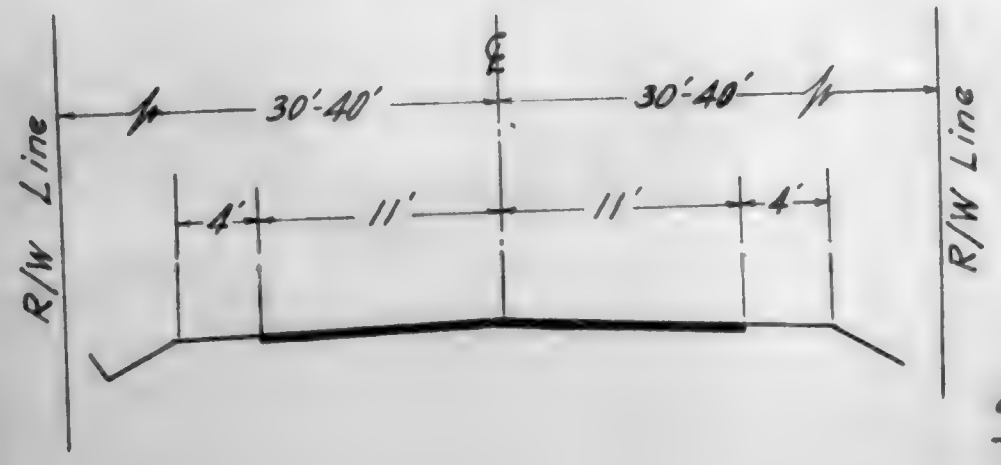
Scale: 1"=2000' Jan., 1957

DRG. NO. IR-5-966

For details see Drg. No. 8B-4-9 Jan., 1957



TYPICAL SECTION



APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date January 15, 1951

For details see

TO A. F. Parsons DATE 10-1-58

Herewith 3 copies of Union Pacific R.R. Co Bill # 85,207 for [illegible] Hwy Thru Hwy. Please [illegible] Engr. for handling [illegible] & approval. All copies should be returned to this office.

SIGNED A. C. Mohr (for)

PLEASE REPLY HERE

TO A. C. Mohr, DATE 10-14-58.

RECEIVED
OCT 2 1958
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE OFFICE

After attached Bill is audited copies are sent to Treasurer

Recieved & sent on to Auditor for payment 2 copies 10-20-58 A.C.M.

RECEIVED
OCT 2 1958
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

SIGNED E. C. Richmond

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS, ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

[illegible] COAST [illegible] COMPANY, PORTLAND

9-57-100M

Form 130 A

State of Oregon
c/o Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

BILL NO. 859207

MONTH'S ACCOUNT Sept. 1958

JF DEPT. NO. 7101

DATE MADE [illegible] 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR			
expense to move grade crossing, cattle guards, wing and right of way fences, furnish engineering, inspection, flagman and watchman service during period March through August 1957 at M.P. 231.1 near Thorn Hollow, Oregon in accordance with Contract Audit No. 89076 dated March 1, 1957.			
U.P.R.R. Co. Work Order M-4182			
Final Billing		1446	36

Approved.
[illegible]
Asst. Engr.

Clatsop-Tillamook-Section
Adams-Coquse County Road
Umatilla-County Project 530-1054
Contract 4884

Approved.
E.O. Bickmore A.D.E.

2 copies of this sent to Auditor for payment 10-30-58 ae.mm.

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Statement of Expense to move grade crossing, cattle guards, wing and right of way fences, furnish engineering, inspection, flagman and watchman service during period March through August 1957 at M.P. 231.1 near Thornhollow, Oregon for State of Oregon in accordance with Contract Audit No. 89076 dated March 1, 1957 in connection with relocating Cayuse-Thornhollow Section of Cayuse-Adams County Road No. MK-39 by State of Oregon.

State of Oregon Public Utilities Commissioner's Order No. 35013 dated November 30, 1956, designates crossing as No. 2A-231.1

Union Pacific Railroad Company Work Order No. M-4182

Final Billing

Labor Expense

March 1957				
PR 716 - Track Sec. 220				
Move cattle guards and wing fences 20 hrs.				
Foreman	4 hrs.	@ 373.33 mo.(20da.)	$ 9.33	
Sectionmen (2)	8 hrs.	@ 1.81 hr.	14.48	
Sectionmen (2)	8 hrs.	@ 1.774 hr.	14.19	$ 38.00
June 1957				
PR 701-2 Supt. Off.				
Inspecting county road crossing MP 231.1				
Engr. Insp.	½ da.	@ 552.00 mo.(25 da.)		11.04
PR 712 - Signal Gang 3419				
Rearranging pole line at road crossing				
Foreman	1 da.	@ 510.10 mo.(25 da)	20.40	
Signalmen	24 hrs.	@ 2.308 hr.	55.39	
Asst. Sglmn.	16 hrs.	@ 2.188 hr.	35.01	
Sigl. Helper	8 hrs.	@ 1.996 hr.	15.97	126.77
PR 716 - Track Sec. 220				
Flagging				
Foreman	6 hrs.	@ 3.265 hr. (OT)	19.59	
Sectionman	15 hrs.	@ 2.76 hr. (OT)	41.40	
Sectionman	48 hrs.	@ 1.84 hr. (RT)	88.32	149.31
July 1957				
PR 701-1 Supt. Off.				
Inspecting road crossing at M.P. 231.1				
Engr. Insp.	2 da.	@ 552.00 mo. (27 da)	40.89	
PR 701-2 Supt. Off.				
Inspecting road crossing at M.P. 231.1				
Engr. Insp.	2 da.	@ 552.00 mo. (27 da)	40.89	81.78

Mes

State of Oregon P.U.C. Order No. 35013
U.P.RR Co. Work Order M-4182

PR 716- Track Sec. 220			
Watchman at crossing M.P. 231.1			
Foreman 13 hrs. @ 3.265 hr. (OT)	$ 42.45		
Sectionman 48 hrs. @ 2.76 hr. (OT)	132.48		
Sectionman 106 hrs. @ 1.84 hr. (RT)	195.04	$369.97	
August 1957			
PR 717 - Track Sec. 220			
Moving Crossing			
Sectionmen 84 hrs. @ 1.84 hr. (RT)	154.56		
Watchman at M.P. 231.1			
Foreman 19 hrs. @ 2.151 hr. (RT)	40.87		
Foreman 8 hrs. @ 3.265 hr. (OT)	26.12		
Sectionman 3 hrs. @ 1.84 hr. (RT)	5.52		
Sectionman 8 hrs. @ 2.76 hr. (OT)	22.08	249.15	
Sub-Total Labor		1026.02	
Vacation Allowance 4% on 1026.02		41.04	
Paid Holidays 2% on 1026.02		20.52	
Health & Welfare 3% on 1026.02		30.78	
Workman's Comp. Ins. 3% on 1067.06		32.01	
Pub. Liab. & Prop. Dam. 1% on 1067.06		10.67	
RRR & UI Tax Pd. 1957 8% on 1087.58		87.01	
Total Labor			$1248.05

Personal Expense		
June 1957		
Vo. E-827966 - L. J. Mathews - Engr. Insp.	4.00	
Vo. E-856361 - L. J. Mathews - " "	42.18	46.18
Equipment Used		
March 1957		
Used by Track Sec. 220		
1 ea. S-2 motor car #505 ½ da. @ .82 da.		.41
June 1957		
Used by Engineer Inspector		
1 ea. Intnat'l. Pickup MW-90 185 mi. @ .07 mi.		12.95
Used by Signal Gang 3419		
1 ea. Chev. stake body OW-75 100 mi. @ .07 mi.		7.00
Used by Track Sec. 220		
1 ea. S-2 Motor car #505 3/4 da. @ .82 da.		.62
July 1957		
Used by Engineer Inspector		
1 ea. Intnat'l. Pickup MW-90 630 mi. @ .07 mi.		44.10

RECF

State of Oregon P.U.C. Order No. 35013
U.P. RR Co. Work Order M-4182

Used by Tract Sec. 220			
1 ea. S-2 motor car #505 1½ da. @ .82 da.		$ 1.23	
August 1957			
Used Track Sec. 220			
1 ea. S-2 motor car #505 2½ da. @ .82 da.		2.05	$ 68.36
Material Expense			
July 1957 F 502-1 #3516			
1 ea. 40 ft. full treated pole	$ 27.75		
1 ea. 5/8 x 6' galv. rod with thimble eye	1.19		
1 ea. 10" Bierce anchor	1.67	30.61	
Handling costs of loading material at company stores - 5% of 30.61		1.53	32.14
Transportation of material in revenue train over railroad company's own lines			
Rieth, Ore. to Thorn Hollow, Ore. - 20 mi.			
Doug. fir treated Cl. 3 pole - 1320 lbs.			
.66 ton x 20 mi. or 13.2 TM @ .01 TM		.13	
Co. Bluffs, Ia. to Thorn Hollow, Ore. - 1543 mi.			
Anchor and rod - 12.8 lbs.			
.0064 ton x 1543 mi. or 9.875 TM @ .01 TM		.10	.23
Credit allowance for material released			
1 ea. 30 ft. Butt treated cedar pole			17.25 Cr.
Cost to Compile Bill			
Bill Clerk August 1958 20 hrs. @ 2.51137 hr.	50.23		
Bill Exam. " " " 1 hr. @ 2.5725 hr.	2.57		
Comp. Oper. """ " ½ hr. @ 2.23613 hr.	1.12		
Typist " " 1 hr. @ 2.27893 hr.	2.28	56.20	
Vacation Allowance 4% on 56.20		2.25	
Paid Holidays 2% on 56.20		1.12	
Health & Welfare 3% on 56.20		1.69	
Workmen's Comp. Ins. 3% on 58.45		1.75	
Pub. Liab. & Prop. Dam. 1% on 58.45		.58	
RR Ret. & UI Tax 1958 8½% on 59.57		5.06	68.65
Total Cost			$1446.36

RECEIVED
JAN 13 1959
FOR FILING

W. C. Williams

January 7th, 1958

NOTED
W. C. WILLIAMS

Cayuse-Thornhollow Section
Contract #4884
5266
4884

FINAL COST ANALYSIS
Grading and Oiling
Vernie Jarl, Contractor
J. H. Walker, Resident Engineer

dams-Cayuse Road
Prefix 530-1059

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$12,000.00	$6,532.67	$ 6,532.67	$ 12,000.00
Drainage Excavation, Unclassified	318.57	Cu. Yd.	2.00	1.55	496.68	637.14
General Excavation, Unclassified	101,938.9	" "	0.50	0.499	50,954.01	50,969.45
Short Overhaul	176,530	Yd. Sta.	0.01	0.009	1,765.23	1,765.30
Long "	5,969.4	C-Yd. Sta.	0.50	0.49	2,925.03	2,984.70
Finishing Roadbed and Slopes	5.6	Mile	600.00	506.25	2,662.89	3,156.00
12" Corr. Metal Pipe	24	Lin. Ft.	3.00	3.25	78.14	72.00
18" " " "	30	" "	4.00	4.27	128.83	120.00
24" " " "	54	" "	7.00	7.09	383.12	378.00
66" " " "	26	" "	30.00	31.48	818.50	780.00
12" Concrete Pipe	357	" "	2.50	2.38	852.36	892.50
18" " "	441	" "	4.00	3.88	1,712.88	1,764.00
36" " "	72	" "	10.00	9.91	713.45	720.00
48" " "	48	" "	20.00	18.91	907.90	960.00
Salvage Culvert Pipe	220	" "	2.00	1.78	391.60	440.00
Metal Guard Rail	225	" "	3.00	3.09	694.49	675.00
Coarse Cr. Material in Base	29,377	Cu. Yd.	1.80	1.71	50,415.98	52,878.60
3/4"-0 Mat'l. in Base	5,121	" "	2.00	1.71	8,788.51	10,242.00
Sprinkling	1,736	M/Gal.	1.50	1.23	2,159.87	2,634.00
Preparation of Base	5.26	Mile	300.00	294.58	1,549.53	1,578.00
3/4"-0 Mat'l. in Binder Course	680	Cu. Yd.	3.00	2.22	1,514.11	2,040.00
Furnish and Place Aggregates	3,485	" "	3.15	2.27	7,940.94	10,977.75

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
MC-2 Asphalt in Binder Course	112	Ton	50.00	44.75	$ 5,012.00	$ 5,600.00
120-150 Asphalt	228.38	"	47.00	42.05	9,603.85	10,733.86
RS-1 Asphalt	67.3	"	50.00	43.93	2,956.65	3,365.00
Remove Old Bridge and Provide for Traffic	100%	All	2,000.00	1,450.04	1,450.04	2,000.00
Structural Excavation	108.88	Cu. Yd.	8.00	6.24	679.60	871.04
Class "A" Concrete	59.74	" "	60.00	65.00	3,883.10	3,584.40
Metal Reinforcement	11,832.2	Lb.	0.15	0.15	1,744.65	1,774.83
PA #1, Furnish and Install 60" Corr. Metal Pipe with Sloping Ends	50	Lin. Ft.	32.50	30.94	1,547.00	1,625.00
PA #2, Cement Adjustment, Favor of Contractor	1.25	Bbl.	5.10			6.38
Force Account (State Participation of Flagging)					151.40	151.40
					$171,444.98	$188,376.35

	Gross Revenue	Total Cost	Profit	% Profit
Vernie Jarl	$160,840.84	$146,567.19	$14,273.65	8.87%
Russell Olsen Construction Co.	27,535.51	24,877.79	2,657.72	9.65%
	$188,376.35	$171,444.98	$16,931.37	8.98%

Contract #4884
Vernie Jarl Construction
Analysis of Costs

Item	Quantity	Unit	Unit Bid & Share Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$12,000.00	$6,532.67	$ 6,532.67	$ 12,000.00
Drainage Excavation, Unclassified	318.57	Cu. Yd.	2.00	1.55	496.68	637.14
General Excavation, Unclassified	101,938.9	" "	0.50	0.499	50,954.01	50,969.45
Short Overhaul	176,530	Yd. Sta.	0.01	0.009	1,765.23	1,765.30
Long "	5,969.4	C-Yd. Sta.	0.50	0.49	2,925.03	2,984.70
Furnishing Roadbed and Slopes	5.26	Mile	600.00	506.25	2,662.89	3,156.00
12" Corr. Metal Pipe	24	Lin. Ft.	3.00	3.25	78.14	72.00
18" " " "	30	" "	4.00	4.27	128.83	120.00
24" " " "	54	" "	7.00	7.09	383.12	378.00
66" " " "	26	" "	30.00	31.48	818.50	780.00
12" Concrete Pipe	357	" "	2.50	2.38	852.36	892.50
18" " "	441	" "	4.00	3.88	1,712.88	1,764.00
36" " "	72	" "	10.00	9.91	713.45	720.00
48" " "	48	" "	20.00	18.91	907.90	960.00
Salvaging Culvert Pipe	220	" "	2.00	1.78	391.60	440.00
Metal Guard Rail	225	" "	3.00	3.09	694.49	675.00
Coarse Ct. Material in Base	29,377	Cu. Yd.	1.80	1.71	50,415.98	52,878.60
3/4"-0 Mat'l. in Base	5,121	" "	2.00	1.71	8,788.51	10,242.00
Sprinkling	1,756	M/Gal.	1.50	1.23	2,159.87	2,634.00
3/4"-0 Mat'l. in Binder Course	680	Cu. Yd.	1.45	0.92	628.68	986.00
Furnish Aggregates	3,485	" "	1.70	0.92	3,221.98	5,924.50
Remove Old Bridge and Provide for Traffic	100%	All	2,000.00	1,450.04	1,450.04	2,000.00
Structural Excavation	108.88	Cu. Yd.	8.00	6.24	679.60	871.04
Class "A" Concrete	59.74	" "	60.00	65.00	3,883.10	3,584.40

Item	Quantity	Unit	Unit Bid & Share Bid	Unit Cost	Total Cost	Gross Revenue
Metal Reinforcement	11,832.2	Lb.	$ 0.15	$ 0.15	$ 1,774.65	$ 1,774.83
PA #1, Furnish & Install 60" Corr. Metal Pipe With Sloping Ends	50	Lin. Ft.	32.50	30.94	1,547.00	1,625.00
PA #2, Cement Adjustment, Favor of Contractor	1.5	Bbl.	5.10			6.38
					$146,567.19	$160,840.84

Gross Revenue	$160,840.84
Total Cost	146,567.19
Net Profit	$ 14,273.65

Net Profit Equals 8.87% of Gross Revenue

Sold to Umatilla County:

1½"-0 Excess Mat'l. in Stockpile	3,039	Cu. Yd.	0.50	0.924	$2,809.64	$1,519.50
3/4"-0 Excess Mat'l. in Stockpile	1,864	"	"	0.75	0.924	1,723.32	1,398.00
3/4"-½" Excess Mat'l. in Stockpile	115	"	"	1.00	0.924	106.32	115.00
½"-¼" Excess Mat'l. in Stockpile	220	"	"	1.00	0.924	203.40	220.00
						$4,842.68	$3,252.50

Crushing Breakdown
Contract #4884
Vernie Jarl, Contractor

	Quantity	Unit	Cost	Unit Cost	
Stockpile & Feed to Crusher	38,663	Cu. Yd.	$22,574.19	$0.583	
Crushing	38,663	Cu. Yd.	12,986.90	0.335	
Total Feed & Crushing			$35,561.09		$0.918
Load & Haul to Road	34,498	Cu. Yd.	$17,147.51	$0.497	
Placing Base Mat'l.	34,498	Cu. Yd.	10,162.53	0.294	
Total Load, Haul & Place			$27,287.92		$0.791

Crushing plant operated for 343.5 hours for an average production of 112.55 cubic yards per working hour.

Crushed rock materials were obtained from a gravel deposit on the Umatilla River left of Station 416 on the Cayuse-Thornhollow Section of the Adams-Cayuse Road.

Cayuse-Thornhollow Section
Vernie Jarl

Detail of Cost

Labor:

Labor and Supervision	$52,256.59	
Labor Insurance	3,743.59	
Health and Welfare	1,260.50	
		$ 57,260.68

Equipment Rental & Misc. Supplies:

Equipment Rental, Owned	$65,676.77	
" " , Hired	2,075.13	
Gas, Oil and Grease	10,305.39	
Freight	786.60	
Powder	172.63	
Small Tools & Misc. Supplies	1,113.00	
Bond	1,521.35	
Home Office and General Overhead	1,548.51	
		83,199.38

Materials:

Guard Rail	225	Lin. Ft.	at $ 1.53	$ 344.45	
End Section	2	Each	" 4.62	9.24	
Post, Wood	19	"	" 6.00	114.00	
12" Corr. Metal Pipe	24	Lin. Ft.	" 2.33	55.92	
12" " " Bands	2	Each	" 2.33	4.66	
18" " " Pipe	30	Lin. Ft.	" 3.26	97.80	
18" " " Bands	3	Each	" 3.26	9.78	
24" " " Pipe	54	Lin. Ft.	" 5.08	274.32	
24" " " Bands	5	Each	" 5.08	25.40	
60" " " Pipe	50	Lin. Ft.	" 21.08	1,054.00	
60" " " Bands	2	Each	" 42.16	84.32	
66" " " Pipe	26	Lin. Ft.	" 24.04	625.04	
66" " " Bands	2	Each	" 48.08	96.16	
12" Concrete Pipe	357	Lin. Ft.	" 1.10	392.70	
18" " "	441	"	" " 2.47	1,089.27	
36" " "	72	"	" " 6.60	475.20	
48" " "	48	"	" " 11.25	540.00	
					5,292.06

Clark and Wells Co. - Hermiston:

Class "A" Concrete	59.74	Cu. Yd.	at $65.00	$3,883.10	
Reinforcing Steel	11,831	Lb.	" 0.15	1,774.65	
					5,657.75

T o t a l C o s t $151,409.87

Contract #4884
Russell Olson Construction
Oiling Cost Analysis

Item	Quantity	Unit	Unit Bid to Contractor by Olson	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	5.26	Mile	$300.00	$294.58	$ 1,549.53	$ 1,578.00
3/4"-0 Material in Binder Course	680	Cu. Yd.	1.55	1.30	885.43	1,054.00
Place Aggregates	3,485	" "	1.45	1.35	4,718.96	5,053.25
MC-2 Asphalt in Binder Course	112	Ton	50.00	44.75	5,012.00	5,600.00
120-150 Asphalt	228.38	"	47.00	42.05	9,603.82	10,733.86
RS-1 Asphalt	67.3	"	50.00	43.93	2,956.65	3,365.00
Force Account (State Participation Flagging)					151.40	151.40
					$24,877.79	$27,535.51

Gross Revenue	$27,535.51
Total Cost	24,877.79
Net Profit	$ 2,657.72

Net Profit Equals 9.65% of Gross Revenue

Cayuse-Thornhollow Section
Russell Olson Construction
Subcontractor, Oiling

Detail of Cost

Labor:					
Labor and Supervision				$3,184.27	
Labor Insurance				286.58	
Health and Welfare				175.73	
					$ 3,646.58
Equipment Rental & Misc. Supplies:					
Equipment Rental, Owned				$ 923.15	
" " , Hired				1,663.67	
Gas, Oil & Grease				741.39	
Freight on Asphalt				3,845.32	
Small Tools & Misc. Supplies				531.91	
Home Office & General Overhead				2,286.53	
					9,991.97
Materials:					
MC-2 Asphalt	112	Tons at	$29.25	$3,276.00	
120-150 Asphalt	228.38	" "	26.50	6,051.64	
RS-1 Asphalt	67.3	" "	28.40	1,911.60	
					11,239.24
T o t a l C o s t					$24,877.99

Remarks:

This was a "Federal Aid Secondary Project" consisting of the construction of 5.26 miles of highway roadbed involving 101,938.9 cubic yards of excavation, construction of one 18-foot reinforced concrete rigid frame bridge, construction of 5.26 miles of crushed stone base and shoulders involving 34,498 cubic yards of crushed gravel materials and construction of Type O-11 oil mat wearing surface with binder course.

This project was bid January 22nd, 1957, awarded March 4th, 1957 and completed August 12th, 1957.

The contractor began moving in equipment during the week ending March 8th, 1957. Work on the project was delayed until April 1st because of rain which caused the Umatilla River to rise and flood the gravel deposit and crushing site and making the grading area too muddy to work. Clearing was started April 1st but was halted until the following week, when conditions became more ideal. The crusher was assembled and test run made by April 12th.

The gravel materials to be crushed were stockpiled by the 1½-yard dragline and two dozers in preparation for crushing. Crushing of 1½"-0 base material began April 14th, and the crushed material was stockpiled for future use on the project.

Grading on this project began April 21st with two LeTourneau Model C scrapers, one D-9 dozer and motor grader excavating area between stations 510 and 540. Estimated 600 cu. yd. daily excavated materials.

A shortage of both gravel materials and fill materials developed, and it was necessary for the County to procure additional sources of material for the project.

On May 12th the old bridge at station 449+00 was removed and the 60-inch corrugated metal pipe was placed as per Price Agreement No. 1. This 60-inch pipe was placed in lieu of one of the rigid concrete bridges as first called for in the contract.

Crushing of all base rock and oil aggregates was completed the week ending May 17th, and the plant was disassembled and moved out the following week.

Clark and Wells Company of Hermiston began work on the structure at station 563+35 May 12th and completed July 7th.

During the final excavation operation, in the area of stations 340 to 350 and 330 to 335, hard materials were encountered at depths of between two-tenths to two feet of grade, making it necessary to drill and shoot.

Four cross dump trucks and two end dump trucks were used in placing the base materials. Placing was slow and consumed considerable time because of traffic and methods of placing. Hauling costs were comparatively high. Faster and more efficient handling of base materials would have reduced the cost per yard considerably.

Remarks (Cont'd):

Oiling operations began July 28th and were completed August 9th. The placing of aggregates and oiling was done by the Russell Olson Construction Company of Pendleton.

A fair profit was made; however, I believe that the costs would have been less had the contractor had good weather and had not had to borrow materials from here and there and had he not had difficulty with the wet and poor grade materials between the railroad crossing and the end of the project.

M. N. Juve
Chief Cost Analyst

By . . Gordon K. Hanson

Remarks (Cont'd):

Oiling operations began July 28th and were completed August 9th. The placing of aggregates and oiling was done by the Russell Olson Construction Company of Pendleton.

A fair profit was made; however, I believe that the costs would have been less had the contractor had good weather and had not had to borrow materials from here and there and had he not had difficulty with the wet and poor grade materials between the railroad crossing and the end of the project.

M. N. Juve
Chief Cost Analyst

By . . Gordon K. Hanson

RECEIVED
DEC 2 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) November 27, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)		
8-328(1)	8 Final	Vernie Jarl		
1884 (VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)	
26881	H197522	$ 5,774.45	11-27-57	

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Bertrude Chynoweth
ACCOUNTING DIVISION

Specified completion Date: 110 workdays from 3-14-57

Time Extensions: None

Completion Date: Aug. 12, 1957

Date Accepted: Oct. 31, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Nov. 29, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:
NOV 29 1957
gc

NOTED ON CARD

RECEIVED
NOV 19 1957
FOR FILING
S. 328(1)
4884

Nov. 18, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

State Highway Contract No. 4884 for grading and oiling on the Cayuse-Thornhollow Section of the Adams-Cayuse Road in Umatilla County, was completed by the contractor, Vernie Jarl, on Aug. 12, 1957, and was formally accepted by the Highway Commission on Oct. 31, 1957.

Final payment in the amount of $5,774.45 will be released to the contractor on or after Nov. 28, 1957. The total contract amount is $188,376.35, of which amount $151.40 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 11, 19 57

Section Cayuse-Thornhollow

Highway Adams-Cayuse Road County Umatilla

Contractor Vernie Jarl

Date of contract March 4, 19 57

Date work started April 1, 19 57

Project authorization $ 207,781.88

Exclusive of engineering $ 193,006.28

Kind of work Grading & Oiling

Section prefix 530-1059

Contract number 4884

Specified work days 110 Begin March 14, 1957

Work days used 77

Per cent of time elapsed 70 %

Estimated cost of completed project, exclusive of engineering $ 189,768.55

Estimated per cent [redacted] underrun 1.7 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 14,775.60

Engineering cost to date $ 15,015.53, 101.6 %

Date project was completed August 12, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semifinal estimate for this section was completed and sent to the La Grande Division Office on Thursday of this week, and this will be the final report on this section unless some final checking is required.

Noted
M. N. Juve

NOTED
FORREST COOPER

Signed [signature] Resident Engineer

Address Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.26	5.26		5.26	
Miles partially completed					
Miles completed	5.26	5.26		5.26	
Total estimated quantities (contract)	77,800 CY	37,300 CY		410 Ton Asph. 3,800 CY Aggr.	
Total quantities corrected to date					
Estimated quantities moved or placed to date	101,938.9 CY	34,498 CY		408 Ton Asph. 4,165 CY Aggr.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers		
Tuesday	Cloudy-cool		
Wednesday	Pt. cloudy		
Thursday	Pt. fair		
Friday	Pt. fair		
Saturday			

RECEIVED
SEP 20 1957
FILING
4884

Sept. 19, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: G. H. Burnett

Gentlemen:

It is the intention of the State Highway Commission to release to Vernie Jarl a portion of the funds heretofore retained by the Commission on contract No. 4884, for grading and oiling on the Cayuse-Thornhollow Section of the Adams-Cayuse Road in Umatilla County.

This payment, in the amount of $34,888.86, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $5,110.13. The present payment will be released on or after Sept. 30, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

NOTED ON CARD

RECEIVED
AUG 20 1957
FOR FILING

S-328(1)

4774

August 19, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 12, 1957, on Contract No. 4002, Cayuse-Thornhollow Section, in Umatilla County, in connection with Federal Aid Project No. S-328(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC: Clarence C. Larson

DBPalmr

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oreg.
County Umatilla
Project No. S-326(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 21st day of May, 1957, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 29th day of August, 1956, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 5.259 miles of grading, draining and 2-lane intermediate type (Character of work) surfacing, between FAS 473 in Cayuse and FA Rte. 19 in Adams, (Control points) consisting of 5.259 miles of roadway and no (Number) bridges.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of one hundred twenty five thousand, two hundred and 00/100 dollars ($ 125,200.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is two hundred two thousand, sixty four and 50/100 dollars ($ 202,064.50).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

The Oregon State Highway Commission
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

By _____
Member, State Highway Commission
(Title)

By Robert W Ramsdell
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By C H Holk
Engineer, Bureau of Public Roads
District

—33205

May 14, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Cayuse-Thornhollow Section, Project No. S-328(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WHC:ia

April 12, 1957

Mr. C. G. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as basis for project agreement for the Cayuse-Thornhollow Section, Project No. S-328(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WC:ia

Oregon State Highway Department

Federal Aid Secondary
Project No. S-388(1)

CAYUSE-THORNHOLLOW SECTION OF THE

ADAMS-CAYUSE ROAD IN UMATILLA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1957

Type Code 5231
Roadway (Sta. 299+40 to Sta. 577+12) (Contract No. 4084)

			$	$ 12,000.00
All Required	Clearing and Grubbing		2.00	460.00
230 cu. yds.	Drainage Excavation, Unclassified		0.50	38,900.00
77,800 cu. yds.	General Excavation, Unclassified		0.01	1,340.00
134,000 yd. sta.	Short Overhaul		0.50	1,600.00
3,200 C-yd.sta.	Long Overhaul		600.00	3,156.00
5.26 miles	Finishing Roadbed and Slopes		3.00	90.00
30 lin. ft.	12-inch Corrugated Metal Pipe		4.00	176.00
44 lin. ft.	18-inch Corrugated Metal Pipe		7.00	350.00
50 lin. ft.	24-inch Corrugated Metal Pipe		30.00	900.00
30 lin. ft.	66-inch Corrugated Metal Pipe		2.50	675.00
270 lin. ft.	12-inch Concrete Pipe		4.00	2,120.00
530 lin. ft.	18-inch Concrete Pipe		6.00	120.00
20 lin. ft.	24-inch Concrete Pipe		10.00	500.00
50 lin. ft.	36-inch Concrete Pipe		20.00	1,200.00
60 lin. ft.	48-inch Concrete Pipe		2.00	360.00
180 lin. ft.	Salvaging Culvert Pipe		3.00	660.00
220 lin. ft.	Metal Guard Rail		1.80	56,340.00
31,300 cu. yds.	Coarse Crushed Material in Base		2.00	12,000.00
6,000 cu. yds.	3/4" - 0 Material in Base		1.50	2,100.00
1,400 M-gals.	Sprinkling		300.00	1,578.00
5.26 miles	Preparation of Base		3.00	2,010.00
670 cu. yds.	3/4" - 0 Material in Binder Course		3.15	10,080.00
3,200 cu. yds.	Furnishing and Placing Aggregates		90.00	5,500.00
110 tons	MC-2 Asphalt in Binder Course		47.00	10,810.00
230 tons	120-150 Asphalt		50.00	3,500.00
70 tons	RS-1 Asphalt			2,000.00
All Required	Remove Old Bridges & Provide for Traffic			1,520.00
190 cu. yds.	Structural Excavation		8.00	7,000.00
130 cu. yds.	Class "A" Concrete		60.00	3,600.00
24,000 lbs.	Metal Reinforcement		0.15	$183,445.00
				250.00
All Required	Flagging (57½ of Contractor's Cost)			
		Subtotal		$183,695.00
		10% Engr. & Cont.		18,369.50
		Total		$202,064.50

Length of Roadway 5.259 Miles
Cost of Roadway Per Mile $38,422.60

Federal Funds	$125,200.00
State Funds	38,432.25
County Funds	38,432.25
	$202,064.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Umatilla County with the Highway Department.

FORM E-30X—97,500—8-59—62997

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1960

SUBJECT: Coquille River Bridge
Project 22-23 Curry
Proposed 22-March 1 Letting

To: Mr. F. H. Talbert
B P R [illegible]

Attention: Mr. J. V. Webb

Gentlemen:

The following twenty-two bridges, upon which bids were received January 22 and 29 and February 26 and March 1 are covered by agreements which require additions to full normal specifications on total costs up to the sums set after each project:

County	Bridge	Type	Length	Amount
Umatilla	Cayuse Thomas Creek	[illegible]	[illegible]	[illegible]
Multnomah	Bailey Street Division Street	[illegible]	[illegible]	[illegible]
Douglas	Tributary (S. Umpqua River)	[illegible]	[illegible]	[illegible]
[illegible]	Butte Creek	[illegible]	[illegible]	[illegible]
Tillamook	Kilchis River-Cloverdale	[illegible]	[illegible]	[illegible]
Lane	Wolf Creek Bridge	[illegible]	[illegible]	[illegible]
Lane	Long Tom Bridge	[illegible]	[illegible]	[illegible]
Clatsop	Elk River & Tributary Creek	[illegible]	[illegible]	[illegible]

John F. Hoag
John F. Hoag
Asst. Bridge and City Planning Engineer

JFH:mm

RECEIVED
APR 9 - 1957
FOR FILING
J 328(1)
4884

April 8, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 1, 1957, on Contract No. 4884, Cayuse-Thornhollow Section, in Umatilla County, in connection with Federal Aid Project No. S-328(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEP:bb

RECEIVED
MAR 27 1957
FOR FILING

S 328(1)

4884

March 26, 1957

Mr. Vernie Jarl
Box 507
Gresham, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4884, which was awarded to you by the State Highway Commission on March 4, covering the Cayuse-Thornhollow Section of the Adams-Cayuse Road in Umatilla County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 27 1957
FOR FILING

S. 328(1)

4884

March 26, 1957

Mr. Vernie Jarl
Box 507
Gresham, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4884, which was awarded to you by the State Highway Commission on March 4, covering the Cayuse-Thornhollow Section of the Adams-Cayuse Road in Umatilla County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 22 1957
FOR FILING
S-3208(1)
4884

March 4, 1957

Vernie Jerl
Gresham
Oregon

Dear Sir:

The State Highway Commission on January 22, 1957, accepted your proposal for grading and oiling, also construction of two reinforced concrete bridges, on Cayuse-Thornhollow Section of the Adams-Cayuse County Road in Umatilla County for the sum of $183,445.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4884.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

eem

cc: Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Att. Dorothy McCormack

R. G. Savage
Tom Edwards
S. H. Probert
P. M. Stephenson

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

1206 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 4, 1957
8:40 A. M.

Vernie Jarl
Gresham, Oregon

Contract for grading and oiling, and construction of two reinforced concrete bridges, Umatilla County, for which you submitted low bid on January 22, 1957, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

John F. Hagemann
John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
MAR 8 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 1957
FOR FILING

FORM K-30X—87,500—2-58—62697

S-328(1)

4884

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1957

SUBJECT: Cayuse-Thornhollow Section
FAS 472, Umatilla County

To: Mr. S. H. Probert
O F F I C E

Umatilla County has made its required advance deposit in connection with the subject named project and has advised that all right-of-way has been obtained. In addition an agreement with the U.P.R.R. Company has been executed by both the railroad company and Umatilla County.

This project is now clear for award of a contract.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
MAR 28 1957
OFFICE OF
STATE HIGHWAY ENGINEER

[redacted] County Judge
D. R. COOK Juvenile

RECEIVED
FEB 23 1957
FOR FILING

S-3280
4884

COMMISSIONER
[redacted]
ROSCOE KELLEY
BOSCOS [redacted]

Frank B. Hayes

jill

UMATILLA COUNTY COURT

COURT HOUSE
PENDLETON, OREGON

February 26, 1957

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This letter certifies that all right-of-ways required in connection with the Cayuse-Thornhollow FAS project have been acquired.

Very truly yours,

UMATILLA COUNTY COURT

D. R. Cook, County Judge

Roscoe Kelley, Commissioner

Frank B. Hayes, Commissioner

DRC:dd

Original reported to Mr. Lawson

RECEIVED
JAN 21 1957
FOR FILING
L-328(1)
4684

January 21, 1957

County Court of Umatilla County
Court House
Pendleton, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Umatilla County one fully executed copy each of a maintenance and finance agreement between the State Highway Commission and Umatilla County covering the Cayuse-Thornhollow Section of PAS 472 in Umatilla County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

Fn
Enc.

RECEIVED
JAN 22 1957
FOR FILING

Salem, Oregon
January 21, 1957

Agreements
FAS 472, Umatilla County
Cayuse-Thornhollow Section

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement between the State Highway Commission and Umatilla County covering the Cayuse-Thornhollow Section of FAS 472 in Umatilla County.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Umatilla County.

Secretary

FH
Attach: 5

FORM E30—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
JAN 22 1957

Salem, Oregon
January 15, 1957

SUBJECT: Agreements
FAS 472, Umatilla County
Cayuse-Thornhollow Section

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of a finance agreement covering the Cayuse-Thornhollow Section of FAS 472 in Umatilla County. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on September 27, 1956.

Robert H. Prange
Office Engr., County & City Relations

JDG:mm
Att.

2 (A)
2 COPIES TO BE SIGNED (of each)

RECEIVED
JAN 17 1957
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE Bids to be received Jan. 22, 1957
Secretary

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Jan. 16, 1957

(A)

RECEIVED
JUN 26 1956
FOR FILING

Salem, Oregon
June 25, 1956

U.P.R.R. Crossing
Cayuse-Thornhollow Section
Cayuse-Adams County Road
(FAS 472, Umatilla County)
PUC Crossing 2-A-231.1

Mr. C. W. Enfield
O F F I C E

Attention: Mr. J. W. DeSouza

The Highway Commission has approved a Federal Aid Secondary project on the Cayuse-Adams County Road in Umatilla County. This project crosses the U.P.R.R. tracks and will alter the present crossing. In addition, federal regulations (GAM 63, dated October 27, 1938) require automatic warning signals since the road crosses the main line tracks of U.P.R.R.

It is requested that the necessary steps be taken to initiate a P.U.C. hearing on this matter.

Information on this project is as follows:

1. Name of project: Cayuse-Thornhollow Section
Cayuse-Adams County Road No. M.R. 39
Umatilla County

2. It is proposed to alter the angle of the present crossing and relocate it approximately 30 feet westerly. The grades of the county road will be raised so as to improve the vertical approach to the crossing.

3. A crossing above or below the tracks would not be in the public interest as traffic on the county road and railroad is not sufficient to justify expenditure of funds.

4. The average daily traffic volume on the county road is 220 vehicles and the average daily railroad traffic is 16.

5 The sight distances along the railroad from 50 feet and 500 feet westerly and points 50 feet and 500 feet easterly from the revised crossing are shown on the attached print.

6. The grade on the county road approaching the revised crossing from the west is an ascending grade of 1.522% and the grade approach from the east is on an ascending grade of 0.457%. They are connected by a 150-foot vertical curve.

7. State will prepare plans, award a contract, and supervise the construction.

8. Umatilla County will maintain.

9. This crossing is located in the Southwest 1/4 of the Northeast 1/4 of Section 6, Township 2 North, Range 35 East, W.M.

10. Attached are ten copies of a drawing entitled "Vicinity Map and Profile, Union Pacific Railroad Crossing, Cayuse-Thornhollow Section, Cayuse-Adams Highway, Umatilla County," dated April, 1956.

It is proposed that the cost of the automatic signals be split fifty-fifty between the U.P.R.R. Company and Umatilla County.

G. S. Paxson
Assistant State Highway Engineer

JWC:mm
Att.

cc: J. W. Cattrall

Form A-130-1008—6-57

NOTED

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
John r. Rogeman

Lane County
Eugene, Oregon

Attn: Board of County Commissioners

RECEIVED
JUN 25 1958
ENGINEER
COUNTY ROADS

Invoice No. 56128

Date June 26, 1958

Your Req. No.

Billing Request No. 60 409

Credit Distribution: 520-1026-277

Final billing: Mohawk River Bridge, FAS 228, covered by agreement dated 3/1/57.

Original advance deposit	$3,300.00	
Less amount previously transferred	19,300.00	4,000.00
County Share total cost as per attached statement	24,529.24	
Less amount previously transferred	19,300.00	5,229.24
Balance Due State		$1,229.24

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

State Printing 4396

Mohawk River Bridge
(Hayden Br. - Donna Section)
Eugene - Marcola Co Rd

3/1/57 Finance agree 150
3/1/57 Maint Agree 299
2/21/57 Encr Res
Contract 4885
Proj S-145(3)

Job 56-e

JVR:be

...ions Engineer

NOTED
C. G. SWENSON

NOTED
V. R. JON[illegible]

NOTED
Harold C. Ayers

June 25, 1958

Mr. H. C. Walburg
Lane County Rd. Administrator
P. O. Box 3156
Eugene, Oregon

NOTED
John F. Hagemann

Dear Mr. Walburg:

Final costs are now available for the Mohawk River Bridge on FAS 228. As per the attached cost statement a balance of $1,229.24 is due the state from the county.

You will receive a billing form for this amount from our accounting division within the next few days. Please make payment upon receipt of this billing form.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County & City Relations Engineer

JFH:bc

NOTED
C. G. SWENSON

Completed 1/10/58

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Lane Contract No. 4885 Date June 25, 1958

FAS 228 Section Mohawk River Bridge

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to Contractor as per attached statement.				$121,781.91
Construction Engineering				6,404.56
TOTAL CONSTRUCTION COSTS.				$128,186.47
FEDERAL FUNDS COLLECTED FOR PROJECT. . . .				79,128.00

AGREED COUNTY SHARE
(50% of difference between total costs and federal funds)

($128,186.47 - $79,128) X 1/2 = $24,529.24
Less County Advance Deposit 23,300.00

BALANCE DUE STATE..... $ 1,229.24

JFK:mm

STATE OF OREGON,

To VALLEY CONSTRUCTION COMPANY, Dr.

County Lane — Postoffice address Portland, Oregon

Highway Eugene - Marcola — Work done to Jan 10, 1958 — Contract No. 4885

Section Mohawk River Bridge — Prefix No. 520-1026-201(41) — Estimate No. 10 Final

Item	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Shoring, cribbing, etc.	all	15000.00	100%	15,000.00	15,000.00	-
2. Structural excavation	c.y.	8.00	1,003.7	8,029.60	8,029.60	-
3. Class "A" concrete	c.y.	63.00	906.86	57,132.18	57,132.18	-
4. Metal reinforcement	lb.	.15	180,742	27,111.30	27,075.00	36.30
5. 8" metal drain pipe	l.f.	3.00	50	150.00	-	150.00
PA#1 Exc.below plan at Bent #1&Pier#3	all	1025.00	100%	1,025.00	1,025.00	-
PA#2 Add'l.shoring & cribbingPier#3	all	5000.00	100%	5,000.00	5,000.00	-
PA#3 Furn. untreated piling	l.f.	.50	1,517	758.50	758.50	-
PA#3 Drive piling	each	42.50	51	2,167.50	2,167.50	-
PA#4 Exc.below plan Pier #4	c.y.	17.05	44.33	755.83	755.83	-
PA#5 Add'l. shoring & cribbingPier#4	all	4420.00	100%	4,420.00	4,420.00	-
PA#7 Add'l. mastic exp. joints	each	4.00	22	88.00	-	88.00
Const. blkhds. in transv. bms. for longit. bms. at piers #1 & #4	each	18.00	8	144.00	-	144.00

Items	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Shoring, cribbing, etc.	all	15000.00	100%	15,000.00	15,000.00	-
2. Structural excavation	c.y.	8.00	1,003.7	8,029.60	8,029.60	-
3. Class "A" concrete	c.y.	63.00	906.86	57,132.18	57,132.18	-
4. Metal reinforcement	lb.	.15	180,742	27,111.30	27,075.00	36.30
5. 8" metal drain pipe	l.f.	3.00	50	150.00	-	150.00
PA#1 Exc.below plan at Bent #1&Pier#3	all	1025.00	100%	1,025.00	1,025.00	-
PA#2 Add'l.shoring & cribbingPier#3	all	5000.00	100%	5,000.00	5,000.00	-
PA#3 Furn. untreated piling	l.f.	.50	1,517	758.50	758.50	-
PA#3 Drive piling	each	42.50	51	2,167.50	2,167.50	-
PA#4 Exc.below plan Pier #4	c.y.	17.05	44.33	755.83	755.83	-
PA#5 Add'l. shoring & cribbingPier#4	all	4420.00	100%	4,420.00	4,420.00	-
PA#7 Add'l. mastic exp. joints	each	4.00	22	88.00	-	88.00
Const. blkhds. in transv. bms. for longit. bms. at piers #1 & #4	each	18.00	8	144.00	-	144.00

Contract No. 4895

Monthly transaction number	Form 2A (5-1-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
5-10		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County
5	5-7-58	Lane
		Project number S-145(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 21, 1957, is hereby modified as follows:

Revised estimated total cost of project $ 128,277.00

Revised Federal funds $ 79,128.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 7th day of May, 1958.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By [signature]

Chairman, State Highway Commission
(Title)

By [signature]

Member, State Highway Commission
(Title)

By _____

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By [signature]
Division Engineer

RECOMMENDED FOR APPROVAL:

[signature]
STATE HIGHWAY ENGINEER

USComm-DC 11170

May 2, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Mohawk River Bridge, Project No. S-1h5(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:or

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Lane
Project No. S-145(3)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 21st day of May, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 7th day of February, 1957, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.063 miles of bridge construction (Character of work)

between FAI Rte. 1 near Eugene and Marcola, (Control points)

consisting of 0.000 miles of roadway and one (Number) bridge totaling 0.063 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of seventy thousand, five hundred and 00/100 dollars ($ 70,500.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred thirteen thousand, nine hundred sixteen and 00/100 dollars ($ 113,916.00).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By _____
Engineer, Bureau of Public Roads
District

—33205

May 14, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Mohawk River Bridge, Project No. S-145(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WWC:ia

April 12, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as basis for project agreement for the Mohawk River Bridge, Project No. S-145(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WCC:ia

Oregon State Highway Department

Federal Aid Secondary
Project No. S-145(3)

MOHAWK RIVER BRIDGE OF THE EUGENE-MARCOLA

ROAD IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1937

Type Code X021
Mohawk River Bridge (Sta. 214+87.29 to Sta. 218+12.71) (Contract No. 4835)

All Required	Shoring, Cribbing, Etc.	$	$ 15,000.00
840 cu. yds.	Structural Excavation	8.00	6,720.00
880 cu. yds.	Class "A" Concrete	63.00	55,440.00
175,000 lbs.	Metal Reinforcement	0.15	26,250.00
50 lin. ft.	8-inch Metal Drain Pipe	3.00	150.00
		Subtotal	$103,560.00
		10% Engr. & Cont.	10,356.00
		Total	$113,916.00

Length of Structure 0.063 Mile

Federal Funds	$ 70,500.00
State Funds	21,708.00
County Funds	21,708.00
	$113,916.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Lane County with the Highway Department.

FORM E-30X—37,500—2-58—62987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1957

SUBJECT: County FAS Projects
January 22-23 Letting
February 28-March 1 Letting

To: Mr. S. H. Probert
O F F I C E

Attention: Mr. J. W. Nash

The following county FAS projects, upon which bids were received January 22 and 23 and February 28 and March 1 are covered by agreements which require collection of full federal participation on total costs up to the sum set after each project:

County	Section	FAS	Project	Amount
Umatilla	Cayuse-Thornhollow	412	S-328(1)	$43,000
Multnomah	Halsey Street-Division Street	604	S-[illegible]3(3)	744,000
Douglas	Fruner (S. Umpqua River) Bridge	234	S-3[illegible]2(2)	309,000
Wasco	Boyd-Dufur	31	S-[illegible]17(1)	48,000
Tillamook	Short Creek-Beaver	610	S-1(4)	70,000
Lane	Mohawk River Bri[illegible]	420	S-145(3)	89,000
Lake	Deep Creek Brid[illegible]	407	S-333(1)	75,000
Gilliam	Rock Creek & Centerville Creek Brid[illegible]	714	S-331(4),	
		720	S-332(1))	55,000

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm

files

RECEIVED
FEB 21 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

Feb. 14, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1.145 (2)			
4885 (VOUCHER NO.)	10 Final (WARRANT NO.)	Valley Construction Co. (AMOUNT)	(DATE)
2814	42421	$8,185.30	2/13/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G R Winchcombe
ACCOUNTING DIVISION

Specified completion date: **150 workdays from 3-17-57**

Time Extensions: **Extended to 203 workdays (53 additional days)**

Completion Date: **Jan. 3, 1958**

Date Accepted: **Jan. 16, 1958**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Feb. 14, 1958**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 14 1958
GRCW.

NOTED ON CARD

RECEIVED
JAN 29 1958
FOR FILING

Jan. 29, 1958

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4885 for Mohawk River Bridge on the Eugene-Marcola Highway in Lane County was completed by the contractor, Valley Construction Co., on Jan. 3, 1958, and was formally accepted by the Highway Commission on Jan. 16, 1958.

Final payment in the amount of $8,185.30 will be released to the contractor on or after Feb. 8, 1958. The total contract amount is $121,781.91, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

MOHAWK BRIDGE from south
FAS 228, LANE COUNTY

57-C-66
7/9/57

58-C-18
1/8/58

RECEIVED
DEC 10 1957
FOR FILING

Dec. 6, 1957

Valley Construction Co.
6100 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Dec. 5, 1957, had under discussion your request for 53 days' additional time within which to complete your contract No. 4885, for the Mohawk River Bridge on the Eugene-Marcola Highway in Lane County.

We are pleased to inform you that the Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: P. M. Stephenson
F. D. Morgan
R. W. Ellison

NOTED ON CARD

RECEIVED
NOV 25 1957
FOR FILING

Exhibit 1
4825

November 25, 1957

Request for extension
of time
No. 2
November 5 and 6 meeting

Oregon State Highway Commission

Gentlemen:

Re: Siuslaw River Bridge
in Lane County
Contract No. 4825

The Valley Construction Company, contractors on the Siuslaw River Bridge on the Eugene-Florence Highway in Lane County, has requested an increase in number of workdays from 150 to 203 in which to complete the project.

Practically all foundations for this structure were carried below the elevations shown on the plans. This required a large amount of extra cribbing and shoring and excavation. Also it was necessary to drive foundation piling at one pier. All of this work is extra work not included in the contract. Our resident engineer kept careful record of the amount of time required for this extra work and agrees that 53 days were required to complete this work.

As the increase in number of workdays requested is to cover the additional work beyond that specified in the contract, it is recommended that this request for 53 additional days be granted.

This is a secondary highway project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. G. Williams
State Highway Engineer

PHS/hm
Attached

RECEIVED
OCT 29 1957
FOR FILING

F 115(3)

October 28, 1957

Oregon State Highway Commission

Gentlemen:

One of the Federal Aid Secondary projects on county roads is the Wabash River Bridge on the Eugene-Marcola County Road in Lane County, Contract No. 4005. The project authorization is $116,300. Due to unexpected and unfavorable foundation conditions necessitating the lowering of foundations, we anticipate an overrun in the amount of $12,000 on this project. The additional work was necessary to insure the safety of the structure. I recommend that additional authorization in the amount of $12,000 be given.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. C. S. Paxson
Mr. P. M. Stephenson
Mr. S. H. Probert
Mr. C. H. Maison

CSP:gm fn

RECEIVED
APR 3 - 1957
FOR FILING
4-1/5-21
4885

April 2, 1957

Valley Construction Company
6100 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4885, which was awarded to you on March 7, 1957, by the State Highway Commission, for constructing the Mohawk River Bridge on the Eugene-Marcola Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

cem

Encl.

Form A-189—1092—7-56

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
Harold C. Ayers

Invoice No. 49790

Date March 11, 1957

Your Req. No.

Billing Request No. co-301

Credit distribution: 520-1026-297

Lane County
Eugene, Oregon

Attn: Board of County Commissioners

Advance Deposit	23,300.00
Partial transfer county's share total cost on Mohawk River Bridge, FAS 228, covered by agreement dated February, 1957.	19,300.00
To be Retained	4,000.00

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
MAR 12 1957

State Printing 98068

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

March 8, 1957

NOTED
V.R. JONES

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

Gentlemen:

This is to acknowledge receipt of an advance deposit of $23,300 in connection with the Mohawk River Bridge project on FAS 228. Contract No. 4885 has been awarded to Valley Construction Company and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

March 8, 1957

NOTED
Harold C. Ayers

Mr. Harry L. Chase
Lane County Clerk
Courthouse
Eugene, Oregon

FAS 228

NOTED
J. F. HAGEMANN

Dear Sir:

Enclosed are two copies each of a finance agreement and maintenance agreement covering the Mohawk River Bridge FAS project in Lane County.

Will you please affix the seal over your signature and keep one copy of each agreement for your records and return the remaining copies to this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engr., County and City Relations

JDG:mm
Encl.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

STATE HIGHWAY ENGINEER

RECEIVED
MAR 11 1957
FOR FILING

5-145 (3)
4885

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1957

SUBJECT: Advance Deposit
FAS Project, Lane County

To: Mr. P. M. Stephenson
O F F I C E

L

We have received this date Lane County's advance deposit for $23,300 which represents the county's share for the construction of the Mohawk hiver Bridge on FAS 228.

This project is now clear for award of a contract.

John D. Graham
Office Engr., County & City Relations

JDG:mm

cc: G. S. Paxson
S. H. Probert

NOTED
G. S. PAXSON

RECEIVED
MAR 8 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 11 1957
FOR FILING
S-145(3)
4845

Salem, Oregon
March 7, 1957

FAS Project Agreements
Mohawk River Bridge
S-145(3), FAS 228
Lane County

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

As per your request we are returning to your office six copies of a maintenance agreement and two copies of a finance agreement with Lane County covering the Mohawk River Bridge section, S-145(3), FAS 228. These copies have been executed by the State Highway Commission but require the seal of the Lane County Court. One conformed copy of the finance agreement is also enclosed.

When the seal of the County Court has been affixed please return one copy of each agreement to this office for the Commission's files.

Secretary

rn
Attach

125

FORM 830—SOM—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1957

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: FAS Project Agreements
Mohawk River Bridge
S-145(3), FAS 228
Lane County

Attached are two copies of a finance agreement covering the subject named project. Two copies of the agreement have been signed by the Board of Commissioners and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval. Please return both copies so that they may be sent to Lane County to have the seal affixed.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return all copies so that they may be sent to the county along with the finance agreements to have the seal affixed.

Distribution of all copies of the agreements will be made by this office.

This project was approved by the Highway Commission on September 27, 1956.

John D. Graham

John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

APPROVED

ASST. STATE HIGHWAY ENGINEER
Date Feb 26, 1957

AUTHORIZED BY HIGHWAY COMMISSION
DATE 9-27-56 Minute Page 39

Secretary

(A)

RECEIVED
MAR 22 1957
FOR FILING
S-145(3)
4885

March 7, 1957

Valley Construction Co.
6100 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission on March 1, 1957, accepted your proposal for the Mohawk River Bridge on the Eugene-Marcola Highway in Lane County for the sum of $103,560.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4885.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

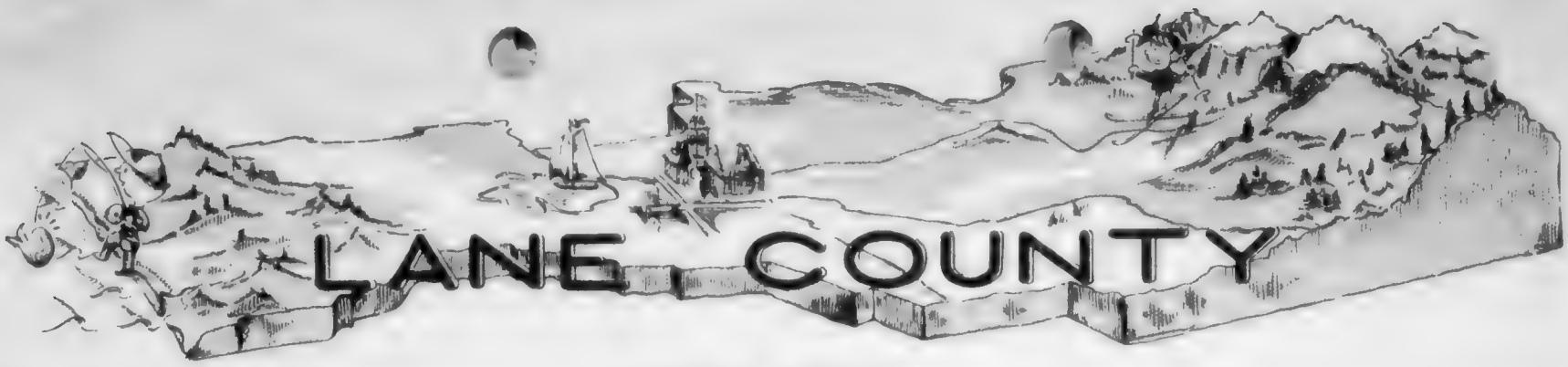
Secretary
OREGON STATE HIGHWAY COMM.

esm

cc: Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Att. Dorothy McCormack

R. G. Savage (SIAC)
Tom Edwards
S H. Probert
P. M. Stephenson

NOTED
J. Mc C.



EUGENE, OREGON

...MISSIONERS March 6, 1957

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION TELEGRAM

1206 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 7, 1957
1:20 P. M.

Valley Construction Co.
6100 N. E. Columbia Blvd.
Portland, Oregon

Contract for Mohawk River Bridge on the Eugene-Marcola Highway, Lane County, for which you submitted low bid on March 1, 1957, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: ACcounting (5003-900)
Files
C. W. Head

...Commissioner

Kenneth Nielsen
Commissioner

HBG/hs

RECEIVED
MAR 7 1957
OREGON
STATE HIGHWAY COMMISSION

LANE COUNTY

EUGENE, OREGON

BOARD OF COUNTY COMMISSIONERS
RALPH PETERSEN
KENNETH NIELSEN
ROBERT W. STRAUB

March 6, 1957

Oregon State Highway Commission
State Highway Department Building
Salem, Oregon
Attention: Mr. C. G. Swenson
City-County Relations Engineer

Dear Sir:

Herewith enclosed is check in the amount of $23,300.00 for Lane County's 20% deposit towards the cost of the Mohawk River Bridge, FAS ROUTE 228 per Finance Agreement between the State and Lane County.

This is also to certify that all rights-of-way have been acquired for this project.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
LANE COUNTY, OREGON

By: Robert W. Straub
Chairman

Ralph Petersen
Commissioner

Kenneth Nielsen
Commissioner

Lane Co. warrant #15073
for $23,300.00 to account
advance fund 3-7-57
7 Query

HOW/hs

RECEIVED
MAR 7 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
V. R. JONES

NOTED
Harold C. Ayers

March 1, 1957

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On March 1st a satisfactory bid was received from Valley Construction Company of Portland for construction of the Mohawk River Bridge on FAS 228. As per the agreement between county and state, the following advance deposit is required of the county:

Bid Items	$103,560.00
12-1/2% Engineering & Contingencies	12,945.00
Estimated Total Cost.....	$116,505.00
County Advance Deposit of 20%-	$ 23,300

Please make this deposit by means of a check or warrant in the amount of $23,300 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit and a letter certifying that all right-of-way required for this project has been obtained, a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

$23,300 [illegible]

Cont. # 4885
520-1026

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

NOTED
Harold C. Ayers

February 18, 1957

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

FAS 228

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and one set of plans and specifications in connection with the Mohawk River Bridge upon which bids will be received March 1st.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is $120,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than February 25th.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Encl.

MEMO TO J. W. NASH
12/12/56

NOTED
Harold C. Ayers

FAS 228, Lane County

Mohawk River Bridge

This bridge is located approximately 2 miles south of Donna.

Construct a reinforced concrete bridge 380' in length and having a horizontal clearance of 26'. This bridge will be on an improved alignment approximately 250' downstream (west) of the existing bridge. The project will be for the structure only. Lane County will construct road approaches as required without federal cooperation.

Funds:		
	Federal	$ 60,000
	State	20,000
	County	20,000
	Total.....	$100,000

The existing structure has untreated pile trestle approach spans with a log main span for a total length of 237'. It has a 23'-3" horizontal clearance and an H-8 rating. The road adjacent to the existing bridge has reversing 10°and 28° curves on the south side and is an 18' wide bituminous wearing surface with 3' shoulders in poor condition. The proposed alignment adjacent to the new bridge will have a maximum curvature of 5° and will be constructed by Lane County to a type O-11 oil mat wearing surface 20' in width with 4' shoulders.

There are no railroad crossings within the project limits.

No Federal-aid route revision or addition is involved as the line revision is too minor to show on the general highway map.

Supporting data for this route was submitted under Oregon Project S-145(2), South Unit, Hayden Bridge-Donna Section.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
J. F. H[illegible]N

JFH:mm

NOTED
JOHN D. GRAHAN

RECEIVED
NOV 20 1956

LOCATION PROSPECTUS FOR THE MOHAWK RIVER BRIDGE UNIT, HAYDEN BRIDGE-DONNA SECTION

11-19-56

The following propsectus is submitted regarding the Mohawk River Bridge Unit, Hayden Bridge-Donna Section of the Eugene-Marcola Road in Lane County. The terminal points of the project are as follows: The Southerly terminus is Station L 209+33, said point lies 3.9 miles Northerly of the East end of the Hayden Bridge. The Northerly terminus is Station L 228, said point lies 1.6 miles Southerly of the County Road intersection in Donna. The overall length of the project is 0.3 miles. The length of the proposed structure is anticipated to be approximately 320 feet.

This is to be a complete vicinity survey of the above mentioned section. The 320-foot structure required for the crossing at the Mohawk River is to be financed with the aid of federal money. The County is to do the approach work. The relocation improves the alignment by eliminating severe and reversing curvature. The existing bridge is to be removed. No towns are located between the terminal points of the project.

The general route was laid by Frank D. Morgan. No reconnaissance survey has been made. The preliminary location by Forrest Epley was revised by Lane County. Preliminary soils work was done during the original survey. Additional investigation for bridge footings will be required. No drainage problem requiring special study is anticipated. Adequate records are available to compute the necessary waterway area under the structure. No economic analysis has been made nor is the need for one anticipated.

The 1955 ADT is 1200; the projected 1975 ADT is 2400. This is to be a Class C-50 highway, with the cross section modified to permit the use of a 3-foot shoulder. A maximum 1% grade and maximum 10° curvature are to be used. The roadbed section consists of two 10-foot running lanes with 3-foot shoulders. There is no warrant for a four-lane or climbing lane section. Tentative base design by Lane County, concurred with by Ray Webber, is:

$15\frac{1}{2}$"	Bottom Course Base
$1\frac{1}{2}$"	Leveling Course
$1\frac{1}{4}$"	0-11 Oil Mat
$18\frac{1}{4}$"	Total

The estimated rise and fall is 0.5 feet and the total central angle is 31°54'10". There is a saving of approximately 3' of rise and fall, and 50° of central angle due to the realignment.

Deviation from the standards set forth for this class of highway in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is anticipated, the deviation being the above mentioned shoulder width.

This section, being a portion of a county road, shall have unrestricted access with all connections "at grade". There are no railroad crossings involved.

NOTED
C. G. SWENSON

RECEIVED
NOV 20 1956

LOCATION PROSPECTUS FOR THE MOHAWK RIVER BRIDGE UNIT,
HAYDEN BRIDGE-DONNA SECTION

The Mohawk River crossing is the only stream crossing.

Materials are available in the Eugene-Springfield Area. No haul road construction will be necessary.

Lane County is to provide the necessary right of way and to dispose of the existing facility and abandoned right of way.

There are no State Parks in the vicinity.

November 19, 1956

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
D. J. Barbee
F. D. Morgan
H. E. Mayfield
S. H. Probert
C. G. Polk
C. H. Armstrong
F. B. Crandall
C. G. Swenson
R. L. Porter
P. M. Stephenson
Frank Hall
R. C. Edgerton
Jay Blair
Ray Webber (2)
J. W. Nash

5° C.L.
Δ = N 34° 10"
D = 529.00"
L = 1038.06'

400' Sp.
S = 10° 00'
a = 1.25

400' Sp.
S = 10° 00'
a = 1.25

℄ 209 + 33.7 P.S.

℄ 213 + 33.7 P.C.

℄ 215 + 71.77 P.S.S.

℄ 218 + 71.77 P.T. Back
℄ 221 + 66.00 P.O.T. Ahead

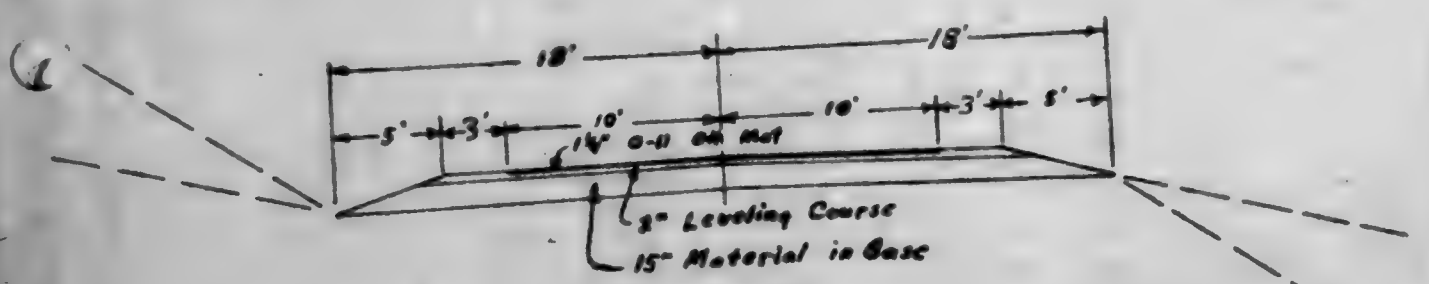
To Marcola

RIVER

MOHAWK

To Eugene

Scale: 1" = 200'



Typical Section - Roadway at Bridge

Sketch Map
Showing
Proposed Survey
MOHAWK BRIDGE UNIT
HAYDEN BRIDGE - DONNA SECTION
EUGENE - MARCOLA ROAD
Scale: as shown
Oct 1956
(To be attached to the prospectus)

FORM E-199 25M REVISED 8-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. Mc IVER, MEMBER
Portland
H. B. GLAISYER
Secretary

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
State Highway Engineer
FORREST COOPER
Deputy State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

October 5, 1956

Board of County Commissioners
Lane County Courthouse
Eugene, Oregon

NOTED
J. W. Cattrall

Gentlemen:

The State Highway Commission at its meeting on September 27 approved the following 1958 and 1959 County FAS projects:

1.	Mohawk River Bridge on FAS 228, structure only.....	$100,000.
2.	Knowles Creek Bridges (3) on FAS 238, structures only.....	150,000
3.	Knowles Creek Section, one mile of grading on FAS 238.....	299,000
	Total.....	$549,000

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc: J. W. Cattrall

NOTED
Harold C. Ayers

September 28, 1956

NOTED
V. R. [illegible]

Lane County Board of County Commissioners
Courthouse
Eugene, Oregon

NOTED
J. F. HACE[illegible]N

NOTED
J. W. CATTRALL

Gentlemen:

On September 27th the Highway Commission approved the projects as shown in the attached tabulation for construction with FAS funds available to Lane County. These projects are believed to conform to your request.

Surveys and preparation of plans and specifications are now required prior to contracting. The surveys will be under the supervision of our division office in Roseburg. If you have any questions on this matter, please contact this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

LANE COUNTY
PROPOSED PROJECTS

FAS 228 - Mohawk River Bridge, $100,000. This bridge is located approximately 2 miles southerly from Donna on a newly located line.

The proposed project is to construct a permanent type structure having a 26' wide roadway over the Mohawk River. This river crossing will be on a new location and Mr. Norberg, County Engineer, has survey data for this location. The FAS project will be for the structure only with Lane County performing all required road work. No detour will be required.

FAS 238 - Knowles Creek Bridges (3), $150,000. These three bridges are over Knowles Creek and are located approximately 1.2, 1.4, and 1.6 miles easterly from the junction of FAS 238 with FAP Route 25 (Siuslaw State Highway) at Mapleton.

The proposed project is to replace the existing 155', 184', and 220' long untreated timber bridges with permanent structures having a roadway width of 26'. The FAS project will be for the structures only. Lane County will provide detours and construct road approaches as required. The new bridges will be on the same location as the present structures; however, it may be possible to reduce the bridge lengths. The sites of these bridges are on a survey made in 1936; however, Mr. Norberg, Lane County Engineer, advises that the reference stakes have been obliterated. It is suggested that Mr. Norberg be contacted prior to making the vicinity map survey.

FAS 238 - Knowles Creek Section, Approximately 1 Mile, $299,000. This section extends from the west end of the Knowles Creek-Turner Creek Tunnel Section, Oregon Project S-234(7), presently under contract, westerly to a connection with the existing road in the vicinity of station 190.

The proposed project is to grade and drain to a subgrade width sufficient to permit a 30' wide (22' pavement with 4' shoulders) finished roadway width. The base and wearing surface will not be part of this project. The original "Route F" survey provided for a 665' long tunnel within the limits of this section; however, Lane County has requested that a careful study be made in an attempt to eliminate this tunnel section. Additional funds will be furnished by Lane County if required.

9/14/56
(56-e)

RECEIVED
JUN 30 1958
FOR FILING
W. C. WILLIAMS

W.C. Williams

May 23rd, 1958

FINAL COST ANALYSIS
Project S-1(4)
C. J. Eldon, Contractor
Clay Cornett, Resident Engineer

Short Creek-Oceanside Section
Contract #4886

Cape Meares Loop Road
Prefix 529-1062

Item 4886	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$9,000		$12,469.68	$ 9,000.00
Drainage Excavation	340.97	Cu. Yd.	3.00	3.04	1,036.52	1,022.91
General "	89,709.3	" "	0.30	0.37	33,074.11	26,912.79
Short Overhaul	73,459	Yd. Sta.	0.02	0.017	1,244.23	1,469.18
Long "	250.8	C-Yd. Sta.	1.00	0.51	129.08	250.80
Finish R/B & Slopes	1.68	Mile	500.00	435.03	730.85	840.00
12" Concrete Culv. Pipe	234	Lin. Ft.	2.25	1.90	443.45	526.50
18" " " "	596	" "	4.00	3.05	1,817.91	2,384.00
24" " " "	33	" "	5.40	4.17	137.76	178.20
36" " " "	36	" "	10.00	7.14	257.21	360.00
PA #1, 18" ½-Round Galv. C.M.P. Asphalt Coated	50	" "	4.04	3.21	160.54	202.00
					$51,501.34	$43,146.38

Total Cost	$51,501.34
Gross Revenue	43,146.38
Net Loss	$ 8,354.96

Net Loss Equals 19.3% of Gross Revenue

RECEIVED
OFFICE OF
ENGINEER

Short Creek-Oceanside
Contract #4886

Detail of Cost

Labor:

Labor	$25,677.97	
Labor Insurance	1,684.69	
Health & Welfare	418.50	
		$27,781.16

Materials:

12" Concrete Culvert Pipe	234 Lin. Ft.	at $1.10	$ 257.40	
18" " " "	596 " " "	2.15	1,281.40	
24" " " "	33 " " "	3.25	107.25	
36" " " "	36 " " "	6.00	216.00	
18" ½-Round Galv. Corr. Metal Pipe	50 " " "	1.75	87.50	
				1,949.55

Equipment Rentals & Misc. Supplies:

Equipment Rental	$14,528.33	
Gas, Oil and Grease	2,590.98	
Bond	272.71	
P.L. & P.D. Insurance	320.97	
Small Tools & Misc. Supplies	435.50	
Freight & Cartage	2,180.25	
Home Office & General Overhead	1,294.39	
P.U.C.	147.50	
		21,770.63

Total Cost $51,501.34

Short Creek-Oceanside
Contract #4886

Remarks:

This was a "Federal Aid Secondary Project" calling for the grading of 1.68 miles of highway roadbed on the Short Creek-Oceanside Section of the Cape Meares Loop Road in Tillamook County.

The contract was bid February 28th, 1957 and awarded March 8th, 1957. Work started April 2nd, 1957 and the project was completed September 20th, 1957.

The contractor moved in one D-8 cat and clearing dozer, one D-7 cat and clearing dozer and a crew of 5 men and started the clearing on April 5th. After the first week an additional 4 men were hired, and the 9 men worked on the clearing until it was completed, which was the latter part of June. The clearing consisted of large trees and thick brush. The contractor suffered a loss on the clearing.

The excavation consisted of dirt, rock and mud. The material from Station 102 to Station 108 consisted of common material and was moved with a D-8 cat and scraper. The material from Station 96+50 to Station 98+75 consisted of rock which required a small amount of ripping and was moved with two D-8 cats and dozers and one D-7 cat and dozer. The material from Station 86 to Station 94 consisted of rotten rock and dirt and was moved with two D-8 cats and scrapers. Good progress was made on this portion of the excavation. The material in the cut between Stations 27 and 35 was moved with two D-8 cats and scrapers with one D-7 cat for pushing. This equipment progressed very well for the first two feet in depth, then the material became too soft for the cats and scrapers. A 3/4 cu. yd. shovel with a dragline bucket then loaded into the cats and scrapers and hauled to the fill and leveled with the D-7 cat and dozer. The grading on this section progressed very slowly, and the contractor suffered a loss on this excavation.

The contractor had low bid prices, only fair equipment and supervision and suffered a large loss.

M. N. Juve
Chief Cost Analyst

By . . George Kayser

Files

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DEC 1 1957
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OREGON STATE HIGHWAY DEPARTMENT

(date) December 2, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4886	9 Final	C. J. Eldon, Contractor	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27070	H197693	$1,320.47	11-29-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeneske
ACCOUNTING DIVISION

Specified completion Date: 120 workdays from 4-1-57

Time Extensions: None

Completion Date: Sept. 20, 1957

Date Accepted: Oct. 31, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Dec. 2, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 4

GC

NOTED ON CARD

em

RECEIVED
NOV 22 1957
FOR FILING
S-1 (4)
1 Cert

Nov. 19, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4886 for grading on the Short Creek-Oceanside Section of the Cape Meares Loop Road in Tillamook County was completed by the contractor, C. J. Eldon, on Sept. 20, 1957, and was formally accepted by the Highway Commission on Oct. 31, 1957.

Final payment in the amount of $1,320.47 will be released to the contractor on or after Nov. 29, 1957. The total contract amount is $43,146.38, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
em

RECEIVED
OCT 30 1957
FOR FILING

1(4)

4887

October 30, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. J. Eldon on contract No. 4886, covering grading on the Short Creek-Oceanside Section of Cape Meares Loop Road in Tillamook County. This payment, in the amount of $563.46 will be released to contractor on or after November 9, 1957. The retained percentage is $1,293.59.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
10-30-57
rm

RECEIVED
OCT 25 1957
FOR FILING

Oct. 24, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to C. J. Elden a portion of the funds heretofore retained by the Commission on Contract No. 4886, for grading on the Short Creek-Oceanside Section of the Cape Meares Loop Road in Tillamook County.

This payment, in the amount of $9,587.08, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,276.16. The present payment will be released on or after Nov. 4, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cs
cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
SEP 30 1957
FOR FILING

(12)
4386

September 26, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 20, 1957, on Contract No. 4386, Short Creek-Oceanside Section, in Tillamook County, in connection with Federal Aid Project No. S-1(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

cc: Clarence G. Swenson

Form E-1—1956—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 20, 1957

Section Short Creek - Oceanside

Highway Cape Mears Loop County Tillamook

Contractor C. J. Eldon

Date of contract March 8, 1957

Date work started April 2, 1957

Project authorization . . . . . $ 53,383.89
Exclusive of engineering . . . . $ 49,587.24

Kind of work Grading

Section prefix 529-1062

Contract number 4886

Specified work days 120

Work days used 93

Per cent of time elapsed 78 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 43,000.00

Estimated per cent ~~overrun~~ or underrun . . . . . 3.7 %

Per cent of contract completed, based on total contract price . . . . . 92 %

Engineering authorization . . . . $ 3,796.15

Engineering cost to date $ 3,048.54, 80 %

Date project was completed Sept. 20, 1957, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor finished on Friday P. M. County placing pit run rock on subgrade.

Noted
M. N. Juve

Signed Clay M. Cornett

Address Tillamook, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 156

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.68				
Miles partially completed					
Miles completed	1.68				
Total estimated quantities (contract)	94,000				
Total quantities corrected to date	89,000				
Estimated quantities moved or placed to date	89,000				
Average daily quantities	800				
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	10				
Average force on project for week	9				
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels 1, Power graders 1, Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers 2, Compaction rollers ....., Scrapers 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

4126

RECEIVED
MAY 13 1957
FOR FILING

S-1(4)

4126

May 8, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by the Highway Commission for the Short Creek-Oconnicks Section, Project No. S-1(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WCC:bb

April 12, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as basis for project agreement for the Short Creek-Oceanside Section, Project No. S-1(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WWC:ia

Oregon State Highway Department

Federal Aid Secondary
Project No. S-1(4)

SHORT CREEK-OCEANSIDE SECTION OF THE

CAPE MEARES LOOP ROAD IN TILLAMOOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1957

Type Code 0016
Roadway (Sta. 13+50 to Sta. 63+00)(Sta. 77+50 to Sta. 106+00)(Contract No. 4686)

All Required	Clearing and Grubbing		$ 9,000.00
340 cu. yds.	Drainage Excavation, Unclassified	3.00	1,020.00
94,000 cu. yds.	General Excavation, Unclassified	0.30	28,200.00
93,500 yd. sta.	Short Overhaul	0.02	1,870.00
140 C-yd.sta.	Long Overhaul	1.00	140.00
1.60 miles	Finishing Roadbed and Slopes	500.00	840.00
350 lin. ft.	12-inch Concrete Pipe	2.25	787.50
540 lin. ft.	18-inch Concrete Pipe	4.00	2,160.00
36 lin. ft.	24-inch Concrete Pipe	5.40	194.40
40 lin. ft.	36-inch Concrete Pipe	10.00	400.00
300 lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	600.00
30 cu. yds.	Special Backfill in Drains	8.00	240.00
			$ 45,451.90
All Required	Flagging (57½ of Contractor's Cost)		500.00
		Subtotal	$ 45,951.90
		10% Engr. & Cont.	4,595.19
		Total	$ 50,547.09

Length of Roadway 1.512 Miles
Cost of Roadway Per Mile $33,430.61

Federal Funds	$ 31,300.00
State Funds	9,623.00
County Funds	9,624.09
	$ 50,547.09

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Tillamook County with the Highway Department.

FORM E-50X—97,500—2-58—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible], [illegible]

March [illegible], 1937

SUBJECT: [illegible]
January 22nd [illegible]
February 24 March 2 [illegible]

To: Mr. C. H. Purdin
OFFICE

Attention: Mr. J. W. Mott

L

The following county FA projects, upon which bids were received January 22 and 23 and February 24 and March 2 are accepted by agreements which require completion of full roadway width location, or total width as to the item (as noted) on each project:

County	Location	Fed. Project	Amount
Umatilla	Pilot Rock-Thorn Hollow	472 F-3(1)	$ 3,
Multnomah	Holley Street-Division Street	414 S-3(3)	74,
Douglas	Drain (S. Umpqua River) Bridge	344 F-32(1)	3,
Polk	Ash-Main	3 F-17(1)	47,
Tillamook	Short Creek-Green Mt.	415 S-(4)	9,
Lane	Mohawk River Bridge	340 F-41(3)	22,
Lane	Bear Creek Bridge	470 S-343(1)	71,
Clatsop	Bear Creek & Tributary Creek Bridges	14 F-33(1)	
		77 F-33(1)	6,

John F. Berger

John F. Berg[illegible]
Asst. County and City Relations Engineer

JFB:mm

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Tillamook
Project No. S-1(4)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 10th day of May, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 7th day of February, 1957, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 1.512 miles of grading and draining (Character of work)

between Oceanside and Cape Meares, (Control points)

consisting of 1.512 miles of roadway and no (Number) bridges ~~Survey~~ ~~xxxxxxxx~~ ~~xxxxxx~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of thirty one thousand, three hundred and 00/100 dollars ($ 31,300.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is fifty thousand, five hundred forty seven and 09/100 dollars ($ 50,547.09).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Lynnocks
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By Robert B Leedman
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By C H Holk
Engineer, Bureau of Public Roads
District

—33205

RECEIVED
APR 9 - 1957
FOR FILING

J.1(4)

4886

April 5, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 2, 1957, on Contract No. 4886, Short Creek-Oceanside Section, in Tillamook County, in connection with Federal Aid Project No. S-1(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DHP:bb

RECEIVED
APR 2 - 1957
FOR FILING
A 1(4)
4886

April 2, 1957

Mr. C. J. Elden, Contractor
P. O. Box 5666
Portland 17, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4886, which was awarded to you on March 8, 1957, by the State Highway Commission, for grading on the Short Creek-Oceanside Section of the Cape Meares Loop Road in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cmm

Encl.

RECEIVED
MAR 22 1957
FOR FILING

A 1041

4886

March 8, 1957

C. J. Eldon, Contractor
P. O. Box 5686
Portland, Oregon

Dear Sir:

The State Highway Commission on February 28, 1957, accepted your proposal for grading on Short Creek-Oceanside Section of the Cape Meares Loop Road in Tillamook County for the sum of $45,451.90, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4886.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

csm

cc: Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Att.: Dorothy McCormack

R. G. Savage (SIAC)
Tom Edwards
S. H. Probert

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION TELEGRAM

1206 (1-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 8, 1957
1:40 P. M.

C. J. Eldon, Contractor
3101 N. Columbia Blvd.
Portland, Oregon

Contract for grading Short Creek-Oceanside Section of Cape Meares Loop Road, Tillamook County, for which you submitted low bid on February 28, 1957, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files
Confirmation

John D. Graham
Office Engr., County & City Relations

JDG:mm

CC: G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
MAR 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

ANSWERED
NOT FILING
FORM E-30X—97,000—8-59—62967

2-1(4)
4576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1957

SUBJECT: Advance Deposit
FAS Project, Tillamook County

To: Mr. S. H. Probert
O F F I C E

L

We have received this date Tillamook County's advance deposit of $10,670 which represents the county's share in the estimated total cost for constructing the Short Creek-Oceanside section of FAS 616.

This project is now clear for award of a contract.

John D. Graham
Office Engr., County & City Relations

JDG:mm

CC: G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
MAR 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 27 1957
FOR FILING

S-1-(4)

4886

February 26, 1957

County Court of Tillamook County
Court House
Tillamook, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Tillamook County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Tillamook County covering the Short Creek-Oceanside section of FAS 616 in Tillamook County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

RECEIVED
FEB 27 1957
FOR FILING

B-1(4)
4886

file

Misc-293
Finance-144

Salem, Oregon
February 26, 1957

FAS Project Agreements
FAS 616, Tillamook County

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Tillamook County covering the Short Creek-Oceanside section of FAS 616 in Tillamook County.

One fully executed copy each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Tillamook County.

Secretary

rm
Attach: 5

FORM E30—GOM—11-55—90334

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1957

SUBJECT: FAS Project Agreements
FAS 616, Tillamook County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of a finance agreement covering the Short Creek-Oceanside section of FAS 616 in Tillamook County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission September 27, 1956.

John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Feb 19, 1957

RECEIVED
FEB 20 1957
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE 9-27-56 Minute Page 39
Secretary

Form A-180—10M—6-57

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

INVOICE

Oregon State Highway Department

SALEM, OREGON

Gillian County
Condon, Oregon

NOTED
V. R. [illegible]

Attn: County Court
Contract 4887
S-331(1) + S-332(1)

NOTED
JOHN D. GRAHAM

Invoice No. 56551

Date July 22, 1958

Your Req. No.

Billing Request No. 66 408

Credit Distribution: 511-1020-297

Final Billing: Rock Creek and Thirty Mile Creek Bridges, FAS 720 and 71h. Covered by agreement dated 3/1/57.

Original advance deposit	6,475.00	
Less amount previously transferred	5,475.00	
Balance in advance deposit fund		1,000.00
County share total cost as per attchd statement	5,922.10	
Less amount previously transferred	5,475.00	
Balance		447.10
To be retained		$552.90

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By .....

State Printing 4396

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
C. C. [illegible]

NOTED
Harold C. Ayers

July 22, 1958

NOTED
V. R. JONES

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
John F. Hagemann

File

Gentlemen:

Final costs are now available for the Radar Station-Condon Junction section of FAS 719 (including resealing county roads) and the Rock Creek and Thirty Mile Creek Bridges on FAS 720 and 714.

As per the attached cost statements a balance of $104.41 is due the State for the Radar Station-Condon Junction section and a refund of $552.90 is due the county for the Rock Creek and Thirty Mile Creek Bridges, leaving a balance of $448.49 due the county. This amount will be refunded by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
C. G. SWANSON

Completed 7/1/57

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

County Gilliam — Contract No. 4887 — Date 7/21/58

FAS 714 & 720 — Section Thirty Mile and Rock Creek Bridges

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached statement				$28,285.29
Construction Engineering				2,288.91
TOTAL CONSTRUCTION COSTS				$30,574.20
FEDERAL FUNDS COLLECTED FOR PROJECT				$18,730.00

AGREED COUNTY SHARE

50% of difference between total cost and federal funds.

($30,574.20 - $18,730.00) X 1/2 = $5,922.10

County Advance Deposit	$6,473.00
Less County Share	5,922.10
REFUND DUE COUNTY	$ 550.90

JFH:mm

STATE OF OREGON,

To BAILEY BROTHERS, INC., Dr.

Post office address Portland, Oregon

County Willamina

Highway Rock Creek-Wikkalo County Road & Thirtymile County Road

Work done to July 1, 1957 Contract No. 4887

Section Rock Creek & Thirtymile Creek Bridges Prefix No. 511-1020-201(41) Estimate No. 6 Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
THIRTYMILE CREEK BRIDGE:						
1. Remove old bridge	all	750.00	100%	750.00	750.00	-
2. Structural excav.	c.y.	10.00	60.80	608.00	600.00	8.00
3. Class "A" concrete	c.y.	83.00	82.48	6,845.84	6,845.84	-
4. Metal reinforcement	lb.	.14	26,851.00	3,759.14	3,759.14	-
ROCK CREEK BRIDGE:						
5. Remove old bridge	all	1500.00	100%	1,500.00	1,500.00	-
6. Structural excav.	c.y.	10.00	248.69	2,486.90	2,929.70	-442.80
7. Class "A" concrete	c.y.	83.00	99.66	8,271.78	8,271.78	-
8. Metal reinforcement	lb.	.14	28,740.38	4,023.65	4,023.65	-
P&H Cement adjustment(favor contractor)	bbl.	6.03	6.63	39.98	39.98	-
			Totals	28,285.29	28,720.09	-434.80
			0 % Retained	-	861.60	861.60

Audited and approved by .....

Period covered To 7/1/57

TRACYVILLE CREEK BRIDGE:						
1. Remove old bridge	all	750.00	100%	750.00	750.00	-
2. Structural concr.	c.y.	10.00	60.80	608.00	600.00	8.00
3. Class "A" concrete	c.y.	83.00	82.48	6,845.84	6,845.84	-
4. Metal reinforcement	lb.	.14	26,851.00	3,759.14	3,759.14	-
ROCK CREEK BRIDGE:						
5. Remove old bridge	all	1500.00	100%	1,500.00	1,500.00	-
6. Structural concr.	c.y.	10.00	248.69	2,486.90	2,929.70	-442.80
7. Class "A" concrete	c.y.	83.00	99.66	8,271.78	8,271.78	-
8. Metal reinforcement	lb.	.14	28,740.38	4,023.65	4,023.65	-
PAVI Comm. adjustment(favor contractor)	bbl.	6.03	6.63	39.98	39.98	-

RECEIVED
DEC 21 1957
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 18, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
S-331(1) + S-332(1)			
4887	6 Final	Babler Brothers, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
28757	H199413	$426.80	12-17-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 65 workdays from 3-21-57

Time Extensions: None

Completion Date: July 1, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Dec. 19, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed DEC 19 1957
GDLW.

NOTED ON CARD

RECEIVED
NOV 22 1957
FOR FILING

S-331(1)+
S-332(1)
4887

Nov. 19, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. M. Burnett

Gentlemen:

State Highway Contract No. 4887 for Rock Creek Bridge and Thirtymile Creek Bridge on the Rock Creek-Mikkalo County Road and Thirtymile County Road in Gilliam County was completed by the contractor, Babler Brothers, Inc., July 1, 1957, and was formally accepted by the Highway Commission on Aug. 8, 1957.

Final payment in the amount of $426.80 will be released to the contractor on or after Nov. 29, 1957. The total contract amount is $28,285.29, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ea

NOTED ON CARD

RECEIVED
SEP 5 - 1957

FOR FILING
4-57(1)+
L 332 (1)
4887

September 5, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. C. H. Burnett

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Brothers, Inc. on contract No. 4887, covering construction of Rock Creek Bridge and Thirtymile Creek Bridge on the Rock Creek-Mikkalo County Road and Thirtymile County Road in Gilliam County. This payment, in the amount of $1,651.14 will be released to contractor on or after September 15, 1957. The retained percentage is $861.60.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD
9-5-57

NOTED
[illegible] JONES

NOTED
Harold C. Ayers

August 22, 1957

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
John F. Hagemann

4887

Gentlemen:

This is to advise you that work on Contract No. ~~4892~~, Rock Creek and Thirtymile Creek Bridges on FAS 714 and 720, was completed on July 1, 1957.

Under the terms of the maintenance agreement signed by the Court on February 21, 1957, and by the Highway Commission on March 1, 1957, the County assumed maintenance of and continued jurisdiction over the above projects as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
MAY 13 1957
FOR FILING

S-331 (1)a
S-332(1)
4887

May 8, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by the Highway Commission for the Thirtymile Creek Bridge, Project No. S-332(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WMC:mb

April 12, 1957

Mr. C. G. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as basis for project agreement for the Thirtymile Creek Bridge, Project No. S-332(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MMC:ia

April 12, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as basis for project agreement for the Thirtymile Creek Bridge, Project No. S-332(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WWC:ia

Oregon State Highway Department

Federal Aid Secondary
Project No. S-332(1)

THIRTYMILE CREEK BRIDGE ON FAS ROUTE 720

IN GILLIAM COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1957

Type Code X021
Thirtymile Creek Bridge (Sta. 0+84.5 to Sta. 1+46.5) (Contract No. 4987)

All Required	Remove Existing Bridge	$	$ 750.00
60 cu. yds.	Structural Excavation	10.00	600.00
86 cu. yds.	Class "A" Concrete	83.00	7,138.00
30,000 lbs.	Metal Reinforcement	0.14	4,200.00
		Subtotal	$ 12,688.00
		10% Engr. & Cont.	1,268.80
		Total	$ 13,956.80

Length of Structure 0.012 Mile

Federal Funds	$ 8,600.00
State Funds	2,678.40
County Funds	2,678.40
	$ 13,956.80

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Gilliam County with the Highway Department.

FORM E-20X—97,500—2-55—62867

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1957

SUBJECT: County FAS Projects
January 22-23 Letting
February 28-March 1 Letting

To: Mr. S. H. Probert
O F F I C E

Attention: Mr. J. W. Kuhn

The following County FAS projects, upon which bids were received January 22 and 23 and February 28 and March 1 are covered by agreements which require collection of full federal participation on total costs up to the amount set after each project:

County	Section	FAS	Project	Amount
Umatilla	Cayuse-Tutuhilow	474	[illegible](1)	$[illegible]
Multnomah	Halsey Street Division Street	674	[illegible](3)	712,000
Douglas	Prunner (S. Umpqua River) Bridge	244	[illegible](1)	[illegible]
Wasco	Boyd Butte	3[illegible]	[illegible](1)	42,000
Tillamook	Short Creek Channels	[illegible]	[illegible](4)	170,000
Lane	Mohawk River Bridge	[illegible]	[illegible](3)	[illegible]
Lake	Deep Creek Bridge	[illegible]	S 333(1)	71,000
Gilliam	Rock Creek & Thirtymile Creek Bridges	714	S-331(1)	
		720	S-332(1))	59,000

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Gilliam
Project No. S-332(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 10th day of May, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 7th day of February, 1957, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.012 miles of bridge construction (Character of work)

between FAP Rte. 6 near Condon and a point near the C.K.& S. Railroad tracks, (Control points)

consisting of 0.000 miles of roadway and one (Number) bridge totaling 0.012 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of eight thousand, six hundred and 00/100 dollars ($ 8,600.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is thirteen thousand, nine hundred fifty six and 80/100 dollars ($ 13,956.80).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Raymonds
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By Robert B Newbury
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By O H Polk
[redacted] Engineer, Bureau of Public Roads
District

—33205

RECEIVED
MAY 13 1957
FOR FILING

S. 331(1)
4887

May 8, 1957

Mr. C. G. Falk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by the Highway Commission for the Rock Creek Bridge, Project No. S-331(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:bb

April 12, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as basis for project agreement for the Rock Creek Bridge, Project No. S-331(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MMCsia

Oregon State Highway Department

Federal Aid Secondary
Project No. S-331(1)

ROCK CREEK BRIDGE ON FAS ROUTE 71A IN

GILLIAM COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1957

Type Code X021
Rock Creek Bridge (Sta. 2+10.7 to Sta. 2+73.7)(Contract No. 4887)

All Required	Remove Existing Bridge	$	$ 1,500.00
230 cu. yds.	Structural Excavation	10.00	2,300.00
98 cu. yds.	Class "A" Concrete	83.00	8,134.00
30,000 lbs.	Metal Reinforcement	0.14	4,200.00
		Subtotal	$ 16,134.00
		10% Engr. & Cont.	1,613.40
		Total	$ 17,747.40

Length of Structure 0.012 Mile

Federal Funds	$ 10,900.00
State Funds	3,423.70
County Funds	3,423.70
	$ 17,747.40

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Gilliam County with the highway department.

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Gilliam
Project No. S-331(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT, made this 10th day of May, 19 57, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 7th day of February, 19 57, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.012 miles of bridge construction
(Character of work)

between FAI Rte. 2 in Blalock and FAS 440 in Mikkalo,
(Control points)

consisting of 0.000 miles of roadway and one (Number) bridges totaling 0.012 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of ten thousand, nine hundred and 00/100 dollars ($ 10,900.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is seventeen thousand, seven hundred forty seven and 40/100 dollars ($ 17,747.40).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Raymonds
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By Robert B. Thompson
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By C H Holk
Engineer, Bureau of Public Roads
District

—33205

RECEIVED
APR 2 - 1957
FOR FILING
1-2-1(1)
332(1)
4861

April 2, 1957

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files three fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4865, covering the Ochoco Park-Crooked River Section of the Ochoco Highway in Crook County.

Contract No. 4867, covering the Suntex and the Alkali Lake-Lake Abert Sections of the Central Oregon and Lakeview-Burns Highways in Lake and Harney Counties.

Contract No. 4887, for constructing the Rock Creek and Thirtymile Creek Bridges on the Rock Creek-Mikkalo County Road and Thirtymile County Road in Gilliam County.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

Form A-189—1086—7-56

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 49815

Gilliam County
Condon, Oregon

Attn: County Court

J. F. HAGEMANN

Date March 13, 1957

Your Req. No.

Billing Request No. cc 304

Credit distribution: 511-1020-297

Advance Deposit 6,475.00

NOTED
JOHN D. GRAHAN

Rock Creek and Thirtymile Creek Bridges, FAS 714 and 720, covered by agreement dated February, 1957.

Partial transfer county's share total cost. 5,475.00

To be retained $1,000.00

RECEIVED
MAR 14 1957

NOTED
C. G. SWENSON

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

State Printing 06086

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
V. R. JONES

March 12, 1957

NOTED
Harold C. Ayers

Mr. James Ogilvy
Gilliam County Clerk
Condon, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of an advance deposit of $6,475 in connection with the Rock Creek and Thirtymile Creek Bridges on FAS 714 and 720. Contract No. 4887 has been awarded to Babler Bros. and a copy of the contract is being forwarded under separate cover.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
March 11, 1957

Rock Creek and Thirtymile Creek Bridges
FAS 714 and 720, Gilliam County

Mr. P. M. Stephenson
O F F I C E

J. F. Hagemann

We have received this date Gilliam County's advance deposit of $6,475 in connection with the subject named project. This project is now clear for awarding of a contract.

John F. Hagemann
Asst. Engr., County and City Relations

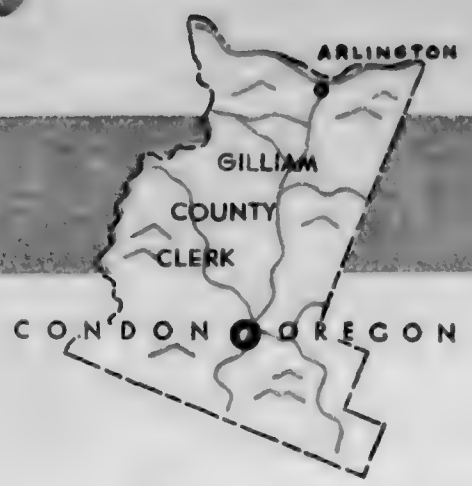
JFH:mm

cc: G. S. Paxson
S. H. Probert

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

James Ogilvy



Jas. D. Barnes, Judge
Chas. W. Quinn
Leo Barnett
Commissioners

March 7, 1957

Mr. John F. Hagemann
Ass't Engr., County & City Relations
State Highway Building
Salem, Oregon

Dear Mr. Hagemann:

Enclosed you will find the warrant of Gilliam County in the amount of $6,475.00 as the county's deposit for the construction of the Rock Creek and Thirtymile Creek Bridges on FAS 714 and 720.

Very truly yours,

James Ogilvy

James Ogilvy, Clerk

Gilliam Co warrant no. 6418 for $6475.00
to acctg Div. 3-11-57

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

RECEIVED
MAR 11 1957
ENGINEER

NOTED
V. R. JONES

March 1, 1957

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
Harold C. Ayers

Gentlemen:

On March 1st a satisfactory bid was received from Babler Bros. of Portland for construction of the Rock Creek and Thirtymile Creek Bridges on FAS 714 and 720. As per the agreement between county and state, the following advance deposit is required of the county:

Bid Items	$28,822.00
12-1/2% Engineering & Contingencies	3,602.75
Estimated Total Cost.....	$32,424.75
County Advance Deposit of 20% =	$ 6,475

Please make this deposit by means of a check or warrant in the amount of $6,475 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Received 5/11/57
511-1020
C.N. 4587

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

RECEIVED
MAR 2[illegible] 1957
FOR FILING
1-22(2)-7
J-232(1)
4887

March 11, 1957

Babler Bros., Inc
4617 S. E. Milwaukie Ave
Portland, Oregon

Gentlemen:

The State Highway Commission on March 1, 1957 accepted your proposal for Rock Creek Bridge and Thirtymile Creek Bridge in Gilliam County for the sum of $28,822.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4887

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

esm

cc: Pac Builder & Engineer, Inc
2419 Third Ave., Seattle 1, Wash
Att: Dorothy McCormack

R G Savage (SIAC)
Tom Edwards
S H Probert
P M Stephenson

NOTED
J. Mc C.

Mr. Blake Jackson, Editor, Construction World
71 Columbia St., Seattle, 4, Wash.

Mr. Lowell Richards, c/o Daily Journal of Commerce
83 Columbia St., Seattle 4, Wash.

RECEIVED
MAR 11 '57
FOR FILING

FORM S-20X—37,000—2-55—62987

SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$ S E

WESTERN UNION TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 11, 1957
10:30 A. M.

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Contract for Rock Creek Bridge and Thirtymile Creek Bridge, Gilliam County, for which you submitted low bid on March 1, 1957, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
C. W. Head
Files

NOTED
C. H. WILSON

RECEIVED
MAR 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 11 1957
FOR FILING

FORM E-30X—57,500—2-55—65967

S 331 (1)
S 332 (1)
4887

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1957

SUBJECT: Rock Creek and Thirtymile Creek Bridges
FAS 714 and 720, Gilliam County

To: Mr. P. M. Stephenson
O F F I C E

We have received this date Gilliam County's advance deposit of $6,475 in connection with the subject named project. This project is now clear for awarding of a contract.

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: G. S. Paxson
S. H. Probert

NOTED
G. S. PAXSON

RECEIVED
MAR 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 7 1957
FOR FILING
S-331(1)
S-332(1)
1887

March 7, 1957

County Court of Gilliam County
Court House
Condon, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Gilliam County two fully executed copies of a maintenance agreement and one fully executed copy of a finance agreement between the State Highway Commission and Gilliam County covering the Rock Creek & Thirtymile Creek Bridges, S-331(1) & S-332(1), FAS 714 & 720, Gilliam County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 3

RECEIVED
MAR 11 1957
FOR FILING

S-331(1)
S-332(1)
4887

Salem, Oregon
March 7, 1957

FAS Project Agreements
Rock Creek & Thirtymile Creek Bridges
S-331 (1) & S-332 (1), FAS 714 & 720
Gilliam County

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

Attached hereto for further handling are four certified copies each of two maintenance agreements and one conformed copy of a finance agreement with Gilliam County covering the Rock Creek and Thirtymile Creek Bridges, S-331 (1) & S-332 (1), FAS 714 and 720, Gilliam County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Gilliam County.

Secretary

rn
Attach

FORM E30—5M—11-56—80324

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1957

SUBJECT: FAS Project Agreements
Rock Creek & Thirtymile Creek Bridges
S-331(1) & S-332(1), FAS 714 & 720
Gilliam County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of a finance agreement covering the subject named project. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies each of a maintenance agreement covering the Rock Creek Bridge and Thirtymile Creek Bridge. After signature by the Highway Commission please return four either fully executed or certified true copies of each agreement for transmittal to the B.P.R.

This project was approved by the Highway Commission on November 8, 1956.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-8-56 Minute Page 47
Secretary

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Feb 26, 1957

A

F

2-21-57

Oregon Project S-332(1)

RESOLUTION

WHEREAS, a county road in Gilliam County, State of Oregon, known as the Thirtymile County Road, is routed through the County of Gilliam, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Gilliam County, the section adopted for improvement being more particularly described as follows; to wit:

A 62-foot long reinforced concrete bridge over the East Fork of Thirtymile Creek.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Gilliam will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Gilliam County, Oregon, that no encroachments will be permitted on the county road known as the Thirtymile County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Gilliam County, Oregon, this 21st day of February, 1957.

By:

County Judge Ira D. Brunsdale

ATTEST:

James Oglesby
County Clerk

County Commissioner

County Commissioner Van Hoffmann

cc-12(1956)

E

2-21-57

Oregon Project S-331(1)
FAS 714

RESOLUTION

WHEREAS, a county road in Gilliam County, State of Oregon, known as the Blalock-Mikkalo County Road, is routed through the County of Gilliam, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Gilliam County, the section adopted for improvement being more particularly described as follows; to wit:

A 63-foot long reinforced concrete bridge over Rock Creek.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Gilliam will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Gilliam County, Oregon, that no encroachments will be permitted on the county road known as the Blalock-Mikkalo County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Gilliam County, Oregon, this 21st day of February, 1957.

By:

County Judge Jas D. Burns

ATTEST:

James Ogilvy
County Clerk

County Commissioner

County Commissioner Dan Rietmann

cc-12(1956)

NOTED
V. R. JONES

NOTED
Harold C. Ayers

February 18, 1957

Gilliam County Court
Courthouse
Condon, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies each of two maintenance agreements, six copies each of two encroachment resolutions, and a set of plans and specifications in connection with the Rock Creek and Thirtymile Creek Bridges on FAS 714 and 720 upon which bids will be received March 1st.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for these bridges including engineering and contingencies is $40,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreements and encroachment resolutions are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the two resolutions to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than February 25th.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Encl.

MEMO TO J. W. NASH
1/15/57

FAS 720, Gilliam County
Thirtymile Creek Bridge

This bridge is over Thirtymile Creek and is located approximately 2.4 miles east of the junction of FAS 720 with FAP Route 6.

Construct a reinforced concrete bridge 62' in length having a horizontal clearance of 24'. The project will be for the structure only. Gilliam County will construct road approaches as required without federal cooperation.

Funds:	Federal	$ 9,000
	State	3,000
	County	3,000
	Total	$15,000

The existing structure is an untreated timber truss 42' in length having a horizontal clearance of 15'-3". This bridge is in poor condition due to deterioration. The road adjacent to the bridge has an 18' wide oil mat wearing surface with 1' to 2' shoulders.

The grade and alignment of the existing road are satisfactory.

There are no railroad crossings within the project limits; however, a grade crossing of the C.K.&S. Railroad (two tracks) is immediately east of the proposed bridge.

No Federal-aid route revision nor addition is involved.

This route serves as an outlet for a large wheat and cattle raising area southeast of Condon. It is a school bus and mail route.

NOTED
C. G. SWENSON

JFH:mm

NOTED
Harold C. Ayers

November 26, 1956

Mr. James Ogilvy
Gilliam County Clerk
Courthouse
Condon, Oregon

NOTED
[illegible]

NOTED
J. F. [illegible]

Dear Sir:

Wednesday, December 5th, at 1 P.M. at the courthouse will be satisfactory for the meeting with the County Court.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
C. G. SWENSON

NOTED
JOHN D. G[illegible]HAM

NOTED
Harold C. Ayers

November 20, 1956

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
J.F. HAGEMANN

Gentlemen:

The Highway Commission approved on November 8th the FAS ~~bridge projects~~ as described in the attached tabulation which is believed to conform with the county's request.

Submission of the oiling projects requested by you has been held up pending investigation by engineering personnel from our division office in La Grande. This investigation has been completed and, if agreeable to the County, a representative of our La Grande division office and I would like to meet with the Court on December 5th and discuss the matter with you. Please advise if this date would be satisfactory.

Very truly yours,

W. C. Williams
State Highway Engineer

By

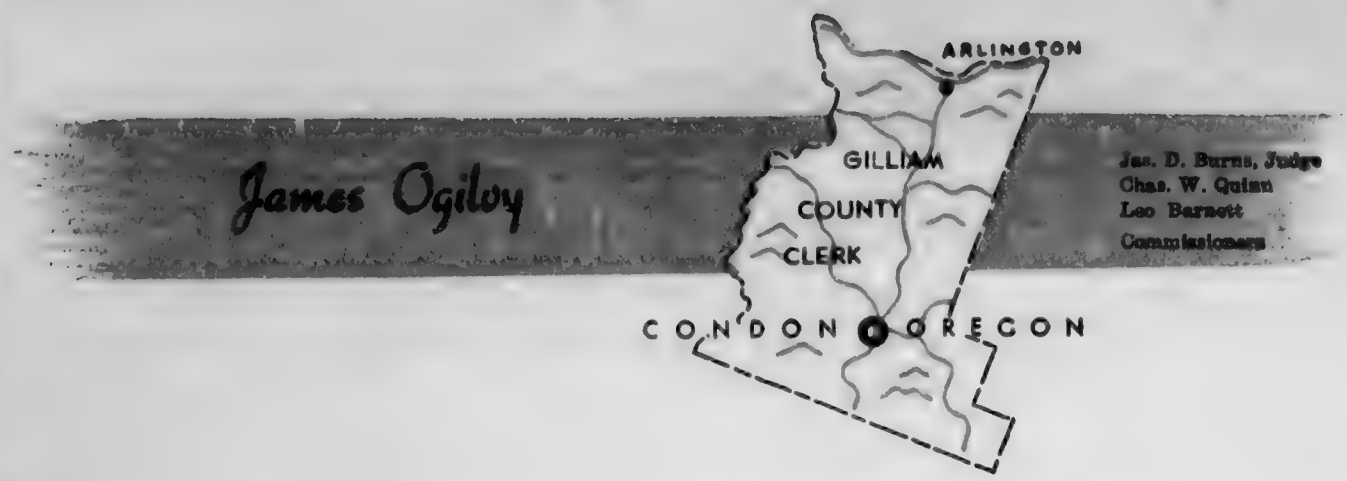
NOTED
JOHN D. GRAHAM

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

NOTED
C. G. SWENSON

File: Fas 714



James Ogilvy

Jas. D. Burns, Judge
Chas. W. Quinn
Leo Barnett
Commissioners

November 21, 1956

Mr. John F. Hagemann
Asst. Engr., County and City Relations
State Highway Building
Salem, Oregon

Dear Mr. Hagemann:

This is to acknowledge receipt of your letter dated November 20, 1956, in regards to the FAS bridge and oiling projects, for Gilliam County for the coming year.

The County Court, will be glad to me with you and a representative from the La Grande division office on December 5, 1956.

I have set the time for this meeting at 1:00 o'clock P. M. on December 5, 1956, as the complete morning session of the Court is usually taken up with Public Welfare business.

It would be appreciated if you would advise this office, if the above mentioned time for this meeting meets with your approval.

Very truly yours,

James Ogilvy

James Ogilvy, Clerk

NOV 23 1956

RECEIVED
NOV 23 1956
STATE HIGHWAY

FORM E-123 25M REVISED 8-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 20, 1956

NOTED

County Court of Gilliam County
Courthouse
Condon, Oregon

Gentlemen:

The State Highway Commission at its meeting on November 8, 1956, approved as an addition to the Federal Aid Secondary (County Road) System, a road that extends southerly from Blalock to Mikkalo, 18 miles in length. This road is to be known as FAS714. The Commission also added to the Federal Aid Secondary (County Road) System, a road which extends easterly from the John Day Highway at Thirty-mile Creek a distance of 2.5 miles. This is to be known as FAS720.

The Commission also at such meeting, programmed $15,000 of 1957-1958 FAS monies to finance the Rock Creek Bridge on FAS714, and an additional $15,000 to finance construction of the Thirty-mile Creek Bridge on FAS720.

Respectfully yours,

H. B. Glaisyer

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/dp

cc: County-City Relations Manager

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
NOV 21 1956

GILLIAM COUNTY
PROPOSED PROJECTS

10-17-56

FAS 714 - Rock Creek Bridge, $15,000. This bridge is located immediately south of the community of Rockcreek and is over Rock Creek. The existing structure is a 48' long timber "A" frame which has deteriorated and is no longer adequate for present traffic.

The proposed project is to construct a new bridge over Rock Creek on approximately the same location as the existing structure. The new bridge is to have a roadway width of 24 feet. The road can be closed during construction; however, this closure period cannot be in effect between June 15th and August 15th due to wheat haul required during this period. The county has requested that the bridge be contracted in time to permit completion prior to June 15, 1957. The FAS project will be for the structure only including removal of the existing bridge. Any required road work will be performed by county forces.

FAS 720 - Thirtymile Creek Bridge, $15,000. This bridge is located approximately 2.5 miles east of the junction of FAS 720 with FAP 6 (John Day Highway) south of Condon.

The proposed project is to replace the existing timber bridge approximately 50' in length with a new structure having a 24' wide roadway. The FAS project will be for the structure only, including removal of the existing bridge, with Gilliam County performing any required road approach work and providing a detour during construction. The county has requested that the bridge be contracted in time to permit completion prior to June 15, 1957.

The $30,000 programed for the above two bridges represents a very rough preliminary estimate and will be adjusted when more accurate figures are available.

10/17/56
(56-f)

RECEIVED
JUL 18 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) July 17, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)		
4888	2-Final	J. C. Compton Company		
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)	
15481	H-186218	$ 550.41	7/17/57	

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 90 workdays from 4-1-57

Time Extensions: None

Completion Date: May 24, 1957

Date Accepted: June 27, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: July 17, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Query
Floyd Query, Assistant Secretary

Warrant Mailed: JUL 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUL 22 1957
FOR FILING

NOTED
W. C. WILLIAMS

July 17th, 1957

Boyd-Dufur Section
Contract #4888

FINAL COST ANALYSIS
Oiling
J. C. Compton Co., Contractor
M. D. Glenn, Resident Engineer

Boyd-Dufur Road
Prefix 533-1048

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	4.17	Mile	$125.00	$64.49	$ 258.94	$ 521.25
Hauling & Placing 3/4"-½" Material in Binder Course	615	Cu. Yd.	1.35	1.22	752.74	830.25
Hauling and Placing Aggregates	2,500	" "	1.30	1.22	3,059.90	3,250.00
RC-3 Asphalt	83.02	Ton	44.00	38.76	3,216.80	3,652.88
120-150 Asphalt	234.2	"	41.00	35.99	8,430.54	9,602.20
Sprinkling	152	M/Gal.	2.50	2.67	405.52	380.00
Force Account (State's Share of Flagging)					110.39	110.39
					$16,234.83	$18,346.97

Gross Revenue	$18,346.97
Total Cost	16,234.83
Net Profit	$ 2,112.14

Net Profit Equals 11.5% of Gross Revenue

Contract #4888

Detail of Cost

Labor:			
Labor and Supervision		$2,905.57	
Labor Insurance		220.72	
Health and Welfare		66.95	
			$ 3,193.24
Equipment Rentals and Misc. Supplies:			
Equipment Rentals		$1,817.53	
Gas, Oil and Grease		588.47	
Freight (On Asphalt)		1,675.70	
Bond		96.55	
P.U.C.		63.34	
Home Office and General Overhead		6.75	
			4,248.34
Materials:			
RC-3 Asphalt	83.02 Tons at $29.75	$2,469.85	
120-150 Asphalt	234.2 " " 27.00	6,323.40	
			8.793.25
T o t a l C o s t			$16,234.83

Remarks:

This was a "Federal Aid Secondary Project" consisting of the construction of 4.17 miles of Type O-11 oil mat wearing surface with binder course on the Boyd-Dufur Section of the Boyd-Dufur County Road in Wasco County.

This project was bid March 1st and awarded March 12th, 1957. Work started May 16th, 1957 and was completed May 24th, 1957. Of 90 workdays that were allowed for this project, only 7 workdays were used.

The contractor moved his equipment onto the project Wednesday, May 15th, prepared the base Thursday and applied the binder course on Friday, May 17th, 1957. The O-11 oil mat was completed Wednesday, May 22nd. A self-propelled motor grader was kept on the project through Friday, May 24th, for the purpose of brooming and dressing oil mat, shoulders and approaches.

Despite the cloudy-windy weather conditions with showers on Saturday, May 18th, progress was not delayed. The speed and efficiency with which the contractor performed this work resulted in a very good profit.

M. N. Juve
Chief Cost Analyst

By . . Gordon K. Hanson

RECEIVED
JUL 3 1957
FOR FILING
A 1710
4888

July 2, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4888 for oiling on the Boyd-Dufur Section of the Boyd-Dufur Road in Wasco County was completed by the contractor, J. C. Compton Co., on May 24, 1957 and was formally accepted by the Highway Commission on June 27, 1957.

Final payment in the amount of $550.41 will be released to the contractor on or after July 12, 1957. The total contract amount is $18,346.97, of which amount $110.39 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Gordon Carey Insurance Agency
334 Third St.
McMinnville, Oregon

NOTED ON CARD

RECEIVED
JUN 25 1957
FOR FILING

June 24, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Wills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co., in connection with Contract No. 4888, for oiling on the Boyd-Dufur Section of the Boyd-Dufur Road in Wasco County. This payment, in the amount of $17,796.56, will be released to the contractor on or after July 5, 1957. The retained percentage is $550.41.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Gordon Carey Insurance Agency
334 Third St.
McMinnville, Oregon

NOTED ON CARD.

RECEIVED
JUN 3 1957
FOR FILING

May 31, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 24, 1957, on Contract 4888, Boyd-Dufur Section, in Wasco County, in connection with Federal Aid Project No. S-117(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forest Cooper
Deputy State Highway Engineer

CC: Clarence G. Swanson

DEP:lmr

RECEIVED
JUN 3 1957
FOR FILING

May 31, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 16, 1957, on Contract No. 4866, Boyd-Dufur Section in Wasco County, in connection with Federal Aid Project No. S-117(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forest Cooper
Deputy State Highway Engineer

DEP:lmr

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 25, 1957, 19

Section Boyd-Dufur

Highway Boyd-Dufur Co. Rd. County Wasco

Contractor J.C. Compton Co.

Date of contract March 16, 1957, 19

Date work started May 16, 1957, 19

Project authorization $21,835.97

Exclusive of engineering $20,283.19

Engineering authorization $1,552.78

Engineering cost to date $ 1,200, 77 %

Kind of work Oiling

Section prefix 533-1048

Contract number 4888

Specified work days 90

Work days used 12

Per cent of time elapsed 13 %

Estimated cost of completed project, exclusive of engineering $18,500

Estimated per cent ~~overrun~~ or underrun . . . . . 9.6 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Date project was completed May 24, 1957, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Type O-11 oil mat completed Wednesday, May 22. A blade remained on the project through Friday the 24th brooming and dressing up the shoulders and approaches.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
JUN 3 1957
HIGHWAY ENGINEER

Noted
M. N. Juve

Signed M.D. Glenn

Address The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				4.17	
Miles partially completed					
Miles completed				4.17	
Total estimated quantities (contract)				3,020	
Total quantities corrected to date				3,115	
Estimated quantities moved or placed to date				3,115	
Average daily quantities				800	
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				10	
Average force on project for week				25	
Men				23	
Supervision				2	
Men and trucks under 3 tons				8	
Men and trucks over 3 tons				2	
Men and tractors					

Equipment used during week: Shovels ....., Power graders 2....., Rollers 2....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., 1 Hoft Loader 2 Distributers 1, Power Broom

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy-Windy		
Monday	" "		
Tuesday	" "		
Wednesday	" "		
Thursday	Fair-Windy		
Friday	" "		
Saturday			

RECEIVED
MAY 13 1957
FOR FILING
S-117(1)
488

May 8, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by the Highway Commission for the Boyd-Dufur Section, Project No. S-117(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FEC:bb

April 12, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as basis for project agreement for the Boyd-Dufur Section, Project No. S-117(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WMC:ia

Oregon State Highway Department

Federal Aid Secondary
Project No. S-117(1)

BOYD-DUFUR SECTION OF THE BOYD-DUFUR

ROAD IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1957

Type Code 5231
Roadway (Sta. 0+00 to Sta. 220+00) (Contract No. 4208)

4.17 miles	Preparation of Base	$125.00	$ 521.25
510 cu. yds.	Hauling and Placing 3/4" - ½" Material in Binder Course	1.35	688.50
2,510 cu. yds.	Hauling and Placing Aggregates	1.30	3,263.00
86 tons	MC-3 Asphalt	44.00	3,784.00
234 tons	120-150 Asphalt	41.00	9,594.00
930 cu. yds.	Hauling and Placing 3/4" - 0 Material in Shoulders	1.30	1,209.00
100 M-gals.	Sprinkling	2.50	250.00
			$ 19,309.75
All Required	Flagging (57½ of Contractor's Cost)		100.00
		Subtotal	$ 19,409.75
		10% Engr. & Cont.	1,940.97
		Total	$ 21,350.72

Length of Roadway 4.167 Miles
Cost of Roadway Per Mile $5,123.76

Federal Funds	$ 13,200.00
State Funds	4,075.00
County Funds	4,075.72
	$ 21,350.72

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Wasco County with the Highway Department.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Mr. Probert

08-35

February 14, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-117(1)
Boyd-Dufur Road in Wasco County
Use of County-Furnished Crushed Rock

Dear Sir:

Contingent upon the materials meeting all regular specification requirements, their use in the construction of Project S-117(1) is approved as requested in your February 4, 1957 letter.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

cc: Mr. Probert

NOTED
FORREST COOPER

FORM E-30X—37,500—2-59—62867

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible], Oregon
March 1, 1937

SUBJECT: [illegible]
[illegible] Bridges
[illegible]

To: Mr. [illegible]
[illegible]

Attention: Mr. J. W. Smith

Gentlemen:

The following county FAS projects, upon which bids were received January 22 and 23 and February 26 and March 1 are submitted for approval with a request authorization of the federal participation on which could not be let last year's program:

County	Location	FAS Project No.	Amount
Multnomah	Bridge approach fill [illegible]	[illegible]	[illegible]
Douglas	Cramer (S. Umpqua River) Bridge	[illegible]	[illegible]
Grant	Bear Creek	[illegible]	[illegible]
Tillamook	Short Creek and Miami	[illegible]	[illegible]
Lane	Mohawk River Bridge	[illegible]	[illegible]
Lane	Camp Comer Bridge	[illegible]	[illegible]
Gilliam	Rock Creek & Thirtymile Creek Bridges	[illegible]	[illegible]

John F. Hagen

John F. Hagman
[illegible] County and Film Petitions Engineer

JFH:mm

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Wasco
Project No. S-117(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 10th day of May, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 10th day of May, 1956, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 4.167 miles of intermediate type surfacing,
(Character of work)

between FAP Rte. 4 in Dufur and FAP Rte. 4 near Boyd,
(Control points)

consisting of 4.167 miles of roadway and no (Number) bridges

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of thirteen thousand, two hundred and 00/100 dollars ($ 13,200.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is twenty one thousand, three hundred fifty and 72/100 dollars ($ 21,350.72).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By _____
[redacted] Engineer, Bureau of Public Roads
District

—33205

RECEIVED
APR 9 - 1957
FOR FILING

S-117(1)
1 X X T

April 9, 1957

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4888, which was awarded to you on March 12, 1957 by the State Highway Commission, covering oiling on Boyd-Dufur Section of the Boyd-Dufur Road in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cem
encl.

RECEIVED
MAR 8 1957
FOR FILING

J-117(1)

4868

March 12, 1957

J. C. Compton Co.
U. S. National Bank Bldg.
McMinnville, Oregon

Gentlemen:

The State Highway Commission on March 1, 1957, accepted your proposal for oiling on Boyd-Dufur Section of the Boyd-Dufur Road, in Wasco County for the sum of $19,309.75, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4868.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

esm

cc: Pac. Builder & Engineer, Inc.
2410 Third Ave., Seattle 1, Wash
Att.: Dorothy McCormack

NOTED
J. Mc C.

R. G. Savage, (AAC)
S. H. Probert
Tom Edwards

Blake Jackson, Editor, Constr. World
71 Columbia St., Seattle 4, Wash.

Lowell Richards, c/o Daily Journal of Commerce
83 Columbia St., Seattle 4, Wash.

RECEIVED
MAR 13 1957
FOR FILING

J-117(1)

4888

March 12, 1957

J. C. Compton Co.
U. S. National Bank Bldg.
McMinnville, Oregon

Gentlemen:

The State Highway Commission on March 1, 1957, accepted your proposal for oiling on Boyd-Dufur Section of the Boyd-Dufur Road, in Wasco County for the sum of $19,309.75, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4888.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

eam

cc: Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash
Att.: Dorothy McCormack

NOTED
J. Mc C.

R. G. Savage, (AAC)
S. H. Frobert
Tom Edwards

Blake Jackson, Editor, Constr. World
71 Columbia St., Seattle 4, Wash.

Lowell Richards, c/o Daily Journal of Commerce
83 Columbia St., Seattle 4, Wash.

RECEIVED
MAR 12 1957
FOR FILING

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION TELEGRAM

1206 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 12, 1957
9:30 A. M.

J. C. Compton Co.
U. S. National Bank Bldg.
McMinnville, Oregon

Contract for oiling, Boyd-Dufur Section of Boyd-Dufur Road, Wasco County, for which you submitted low bid on March 1, 1957, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
C. W. Head
Files

NOTED
RECEIVED
MAR 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1957
FOR FILING

FORM E-20X—37,500—2-55—62967

5-112(1)

4888

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1957

SUBJECT: Boyd-Dufur Section
FAS 310, Wasco County

To: Mr. S. H. Probert
O F F I C E

We have received this date Wasco County's advance deposit of $4,350 in connection with the subject named project. This project is now clear for awarding of a contract.

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: G. S. Paxson

NOTED
RECEIVED
MAR 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 7 1957
FOR FILING
S-117(1)
4888

March 6, 1957

County Court of Wasco County
Court House
The Dalles, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Wasco County one fully executed copyeach of a finance and maintenance agreement between the State Highway Commission and Wasco County covering the Boyd-Dufur Section S-117(1), FAS 310.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

RECEIVED
MAR 11 1957
FOR FILING

S-117(1)

4888

File

3-7-57
- 294
- 145

Salem, Oregon
March 6, 1957

FAS Project Agreements
Boyd-Dufur Section
S-117(1), FAS 310
Wasco, County

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

Attached hereto are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Wasco County covering the Boyd-Dufur Section, S-117(1), FAS 310, Wasco County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one of each has been sent to the County Court of Wasco County.

Secretary

rn
Attach: 5

AGENDA
FEB 28 1957

FORM E30—80M—11-55—80234

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1957

SUBJECT: FAS Project Agreements
Boyd-Dufur Section
S-117(1), FAS 310
Wasco County

To: Mr. G. S. Paxson
O F F I C E

Attached are six copies of a finance agreement covering the subject named project. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies for transmittal to the B.P.R.

This project was approved by the Highway Commission on 12/19/55.

John D. Graham
John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date 2-26-57

2 (A)'s
2 COPIES TO BE SIGNED

2 approved

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-19-55 Minute Page 37
H B Bennett
Secretary

(A)

RECEIVED
FEB 18 1957
FOR FILING
J 117(1)
4886

08-35

February 14, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-117(1)
Boyd-Dufur Road in Wasco County
Use of County-Furnished Crushed Rock

Dear Sir:

Contingent upon the materials meeting all regular specification requirements, their use in the construction of Project S-117(1) is approved as requested in your February 4, 1957 letter.

Very truly yours,

C. G. POLK
District Engineer

Original to Mr. Probert

NOTED
CORRESPONDENCE

NOTED

RECEIVED
FEB 7 1957
FOR FILING
S-11701
4888

February 4, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

The Boyd-Dufur Project, S-117(1), for which bids are to be received on March 1, requires 3,950 cubic yards of crushed rock in oil mat wearing surface, binder course and shoulders. On account of the small quantity involved, the materials were purchased by the county from the contractor on nearby Project S-248(1) and will permit the material to be used by the successful bidder on Project S-117(1) without charge and without federal participation in cost.

The materials are of the same quality as the materials used on Project S-248(1). They are in stockpile within one-quarter mile of Project S-117(1).

May we have your approval of the furnishing of materials as above described.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EEPsla

RECEIVED
MAY 28 1956
FOR FILING

FORM 230—SOH—2-55—82956
F-11705
4858

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1956

SUBJECT: Boyd-Dufur Junction Section
FAS 310

To: Mr. G. S. Paxson
O F F I C E

Mr. Fred G. Mauser, Wasco County Judge, has advised us by letter of May 24th that the County will be unable to complete its work on the Boyd-Dufur Junction Section of FAS 310 in time to permit oiling this year. As approved by the Highway Commission this section was to be graded and based by Wasco County and a type O-11 oil mat wearing surface constructed with FAS funds using County furnished aggregate. Judge Mauser further requested that contracting of the oiling project be deferred until 1957 at which time the County may be in a position to include an additional section of road in the same area.

John F. Hagemann
John F. Hagemann
Asst. Engr., County & City Relations

JFH:te

cc: Mr. F. Cooper
Mr. V. O'Neil

RECEIVED
MAY 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
APPROVED
FOR FILING
I-1701
4888

3 C 3 56

LOCATION PROSPECTUS FOR BOYD JUNCTION-DUFUR SECTION, BOYD ROAD, F.A.S. 310, WASCO COUNTY.

The following prospectus is submitted to cover the Boyd Junction-Dufur Section of Federal Aid Secondary No. 310 in Wasco County. The northerly end of the survey is Boyd Junction at M. P. 13.16 on The Dalles-California Highway. The southerly end of the survey is at the east city limits of Dufur. The overall length of the project is approximately 4.3 miles.

This is to be an oiling project only. The county expects to do a small amount of grading and place the base surfacing. The county will also provide the oiling aggregates in stockpiles. The county alignment was retraced on the ground, and levels run, in 1951 in anticipation of a F.A.S. project at that time. Purpose of this survey order is to make necessary soil tests and base design, to furnish inspection during placing of the base surfacing and inspection during production of the oiling aggregates. The only town located on the route is the settlement of Boyd.

There has been no reconnaissance type survey on this section. Soils investigations will be run. No special drainage problems are anticipated. There is no need for an economic analysis. Tentative base design by Ray Webber, March 16, 1956, is 13" Total Base plus Wear.

There is to be no appreciable change in alignment or grade, therefore there is no comparison of curvature or rise and fall.

Deviation from the standards set forth for this class of highway in Section 10, Oregon State Highway Department Technical Bulletin No. 19, Revised, is anticipated. The deviations are as follows: (1) The line is not spiraled, (2) some curves may exceed the standard in degree, (3) shoulder width will be 2 feet.

The 1955 ADT is 200, the projected 1975 ADT is 400. This is to be a Class "E"-35 highway. Standards of curvature may be substandard, standards of grade should not be. The cross-section will be as follows: Two 10-foot running lanes with substandard 2-foot shoulders. There are to be no climbing lanes and no provision for future 4-laning. Base design has not yet been determined.

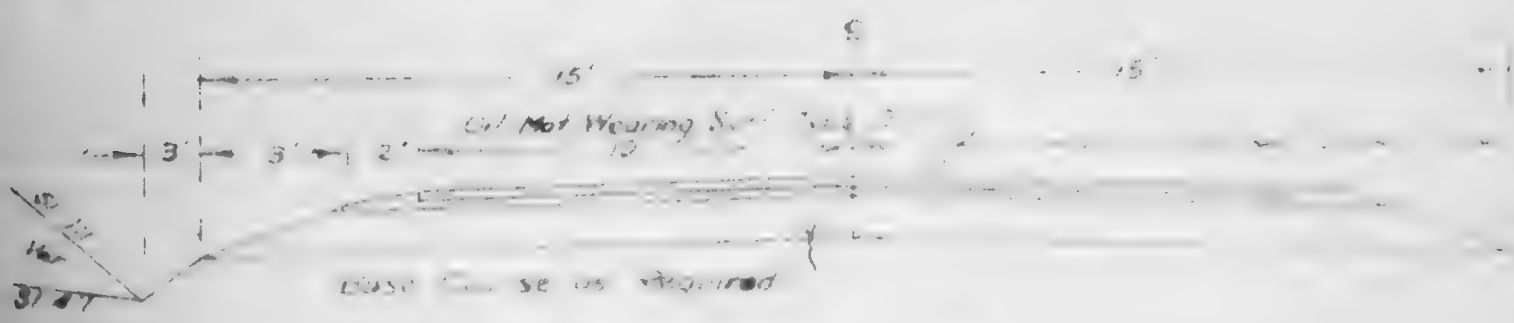
This will be an unrestricted access section. All connections are to be at grade. There are no railroad crossings, and the crossing of Fifteen Mile Creek is already provided by a concrete arch bridge of State Highway Department design. There are no other crossings. An investigation to determine adequate material sources will be made. Tentatively, the county expects to get coarse base rock, pit run, from deposits of plate rock occurring in the vicinity. Crushed material will probably be obtained from our contractor on the Columbia River-Dufur Rock Production project.

March 23, 1956

Attach.

cc - R. H. Baldock
W. C. Williams
Forrest Cooper
Dean Swift
P. M. Stephenson
Ray Webber
C. H. Armstrong
F. B. Crandall
J. W. Cattrall
R. L. Porter
Frank Hall

RECEIVED
MAR 26 1956
OFFICE OF
STATE HIGHWAY ENGINEER



Sketch No.

BOYD JUNCTION - LOWER SECTION
BOYD COUNTY ROAD, FAS 30
Wasco County
Scale 1"=2.3mi. North is up
(Prepared on Mylar)

S-302(2) Pruner Br. over the S. Umpqua River on Riddle Co. 1957

RECEIVED
NOV 30 1967
FOR FILING

S-3022(2)

4889

November 30, 1967

Morrison and Bailey
Attorneys at Law
17th Floor - Standard Plaza
Portland, Oregon 97204

Attention: Mr. Robert S. Ball

Gentlemen:

As requested in your letter of November 27, we are attaching a certified copy of Section IV - Performance Bond which is a part of Contract No. 4889 awarded to West Coast Steel Works for construction of the Pruner Bridge.

There is no charge for this service.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

WILLIAM H. MORRISON
RALPH R. BAILEY
JACK H. DUNN
JAMES G. SMITH
NATHAN L. COHEN
HOWARD K. BEEBE
ROBERT H. HOLLISTER
ROBERT R. CARNEY
FRANK E. MAGEE
THOMAS E. COONEY
RICHARD A. VAN HOOMISSEN
TOM R. PRICE
THOMAS S. MOORE
MORTON H. ZALUTSKY
DAVID C. LANDIS
PAUL W. JONES
WALTER H. GREBE
GARR M. KING
GEORGE M. JOSEPH
ROBERT S. BALL

MORRISON & BAILEY
ATTORNEYS AT LAW
17TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-6440

November 27, 1967

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Legal Counsel

Re: State Highway Contract No. 4889
Pruner Bridge, Riddle County Road,
Douglas County, Oregon

Gentlemen:

On March 14, 1957 West Coast Steel Works entered into a contract with the State of Oregon for construction of the Pruner Bridge, Riddle County Road, Douglas County, Oregon. On the same date a performance bond was executed in behalf of West Coast Steel Works by St. Paul Fire and Marine Insurance Co. as surety. The State of Oregon was the obligee on that bond.

Litigation based upon this bond is now in progress and a copy of the bond is needed. If the original is in your files, please mail a certified copy of same and bill this law firm for any expense incurred.

Very truly yours,

MORRISON & BAILEY

Robert S. Ball

Robert S. Ball

Jean
Copy of bond page
please
76

RSB:smf

RECEIVED
NOV 28 1967
OREGON
STATE HIGHWAY COMMISSION

Pruner Bridge, from East
FAS 244, Douglas County

11/22/55

3/24/59

Form A-180—10M—8-56

NOTED
V. R. JONES

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
John F. Magemann

Contract 4889
L-302(2)

Douglas County
Roseburg, Oregon

Attn: County Court

RECEIVED
NOV 25 1958
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN D. GRAHAM

Invoice No. 58453

Date November 25, 1958

Your Req. No.

Billing Request No. ec 456

Credit Distribution 510-1036-297

Final billing: Prunor Bridge, FAS 2hh, covered by agreement dated 2/28/57.

Original advance deposit	53,175.00	
Less amount previously transferred	43,175.00	10,000.00
Balance in advance deposit fund		
County share total cost as per attached statement	47,863.25	
Less amount previously transferred	43,175.00	4,688.25
Balance		85,311.75

ACKNOWLEDGMENT OF BILLING REQUEST

To be completed

Cash Received with Request: $----------

By----------

State Printing 13107

Assistant County & City Relations Engineer

JFH:cg
cc: Mr. Al May
Douglas County Engineer

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWANSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

November 24, 1958

Douglas County Court
Courthouse
Roseburg, Oregon

Gentlemen:

Final costs are now available for the Prunes Bridge on FAS 244. As per the attached statement a refund of $5,311.75 is due the county in connection with this project. This refund is being retained in accordance with your request as part of the deposit for the East Unit, Garden Valley Road Section of FAS 800.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cf
cc: Mr. Al May
Douglas County Engineer

NOTED
JOHN D. GRAHAM

NOTED
C G SWANSON

Completed 4/11/58

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Douglas Contract No. 480y Date 10/22/58

FAS 244 Section Fruner Bridge

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation.				[illegible]
Construction Engineering				14,412.71
TOTAL CONSTRUCTION COSTS				[illegible]
FEDERAL FUNDS COLLECTED FOR PROJECT . . .				[illegible]

ADDED COUNTY SHARE TOTAL COST
(½ of difference between total cost and federal funds)

($347,639.50 - $193,313) X 1/2 = $77,163.25

County Advance Deposit	$13,171.80
Less County Share	[illegible]
ADDED DUE COUNTY	$ 9,311.71

JVH:mm

Item	Unit	Unit Price	Total Quantity	Total Amount
1. Remove old bridge and alter existing piers	all	[illegible].00	all	20,000.00
2. Shoring, cribbing, etc.	all	[illegible].00	all	[illegible]
3. Structural excavation	c.y.	11.00	667.23	7,339.53
4. Excav. below sleeves, sheets	c.y.	35.00	[illegible].12	571.20
5. Furnish steel pile shells	l.f.	[illegible].00	490	[illegible].00
6. Drive steel pile shells	each	[illegible].00	14	[illegible].00
7. Class "A" concrete	c.y.	60.00	1,056.33	63,379.80
8. Class "A-A" concrete	c.y.	70.00	498.31	34,881.70
9. Metal reinforcement	lbs.	.14	238,604	33,415.76
10. Prestressing reinforcement and prestressing	all	32500.00	all	32,500.00
11. 8" metal drain pipe	l.f.	[illegible].00	93	372.00
PA/I cement adjustment (Favor of State)	each	[illegible]	435.62	- 523.20
			Total	234,606.79

RECEIVED
JUL 10 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
July 3, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
S-302(2)			
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4889	13 Final	West Coast Steel Works	
15010	H216656	$7,278.47	7-3-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapmeskee
ACCOUNTING DIVISION

Specified completion date: 240 workdays from 3-24-57

Time Extensions: From 240 workdays to 250 workdays from 3-24-57

Completion Date: Apr. 11, 1958

Date Accepted: May 8, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: July 3, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 7 1958
GCW

NOTED ON CARD

RECEIVED
JUN 26 1958
FOR FILING

June 25, 1958

CERTIFIED MAIL

St. Paul Fire & Marine Ins. Co.
Pacific Dept.
200 Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

State Highway Contract No. 4889 for Pruner Bridge on the Riddle County Road in Douglas County was completed by the contractor, West Coast Steel Works, on April 11, 1958, and was formally accepted by the Highway Commission on May 8, 1958. Final payment in the amount of $7,278.47 will be released to the contractor, assigned to St. Paul Fire & Marine Insurance Company, on or after July 5, 1958. The total contract amount is $234,606.79, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Jas. McI. Wood, West & Co.
625 Failing Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
MAY 13 1958
FOR FILING

May 12, 1958

West Coast Steel Works
5609 N. E. 77th Ave.
Portland 13, Oregon

Gentlemen:

The State Highway Commission at its meeting held on May 8, had under discussion your request for 25 workdays' additional time within which to complete your Contract No. 4889, for Prumer Bridge on Riddle County Road in Douglas County.

We are pleased to inform you that the Highway Commission granted 10 workdays' additional time, within which time the contract was completed. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Ivan D. Merchant
F. D. Morgan
John H. Quiner

NOTED ON CARD

P. O. Box 3025

Phone DI 4-1471

RECEIVED
FOR FILING
5-302 (2)

4889

FARWEST STEEL CO.

FORMERLY CALLED MOORE-EVANS STEEL CO.

Eugene, Oregon

May 7, 1958

St. Paul Fire and Marine Insurance Co.
Failing Building
Portland, Oregon

Re: Our letter of January 8, 1958
West Coast Steel Works

Gentlemen:

On May 5, 1958, this company received check No. 6372 from West Coast Steel Works in the amount of $16,680.71. This check covered the face amount of invoices for materials furnished between June 4, 1957 and November 13, 1957, for use in the construction of the Pruner Bridge on the South fork of the Umpqua River under contract No. 4889 between West Coast Steel Works and the Oregon State Highway Commission.

This check does not include interest payments due on the above amount for months of March and April, nor does it include an April, 1958 purchase of additional steel for the Pruner Bridge.

The full amount of principal and interest for materials furnished by this company to West Coast Steel Works in October of 1957 for use in the construction of the Finch Bridge in Josephine County, under the terms of a contract between West Coast Steel Works and Josephine County, remains unpaid.

Yours very truly,

FARWEST STEEL CO.

By Hugh E. Evans
H. E. Evans, Manager

By Dale Fischer, Pres.

cc: Harris, Butler, Husk & Gleaves
West Coast Steel Works
State Highway Department

NOTED ON CARD

ALL AGREEMENTS CONTINGENT UPON STRIKES, ACCIDENTS OR OTHER CAUSES OF DELAY BEYOND OUR CONTROL.
PRICES SUBJECT TO CHANGE WITHOUT NOTICE UNLESS OTHERWISE NOTED.

RECEIVED
MAY 7 1958
FOR FILING

May 5, 1958

Re: Request for Extension of Time
No. 2
May 8 and 9, 1958 meeting

Oregon State Highway Commission

Gentlemen:

Re: Prince Bridge
Contract No. 4889

This contract was let March 24, 1957 to West Coast Steel Works of Portland, to be completed within 200 workdays.

Work started on April 1, 1957 and was completed April 11, 1958, with a total of 250 workdays charged to the contract. The contractor is requesting an additional 25 days without assessment of liquidated damages in which to complete the job.

The contractor's reason for this request is "Due to collapse of two (2) of the prestressed concrete girders of the Prince Bridge Structure, which occurred on September 18, 1957."

The contractor is referring to an accident that happened in moving one of the beams to final position in the structure. In this moving, an equipment failure occurred, causing collapse of two of the beams, rendering them unfit for use. Approximately 60 days were required to remove the damaged beams and build new ones to stage equal to that when the accident happened. After the accident the contractor rearranged his construction schedule for the entire job and made every effort possible to complete the work within the alloted time, and did have the roadway ready for traffic only 3 days after the alloted time had elapsed. An additional seven days was required to complete minor finish work and site cleanup. The overrun in time of completing the work is direct result of the accident.

The contractor's all out efforts to complete the job within the specified workdays despite the 60-day delay caused by the accident and the fact that he did have the structure ready for traffic with only a three day delay, does, I believe, warrant consideration for waiver of liquidated damages for the

May 5, 1958

Oregon State Highway Commission

-2-

ten-day overrun.

It is my recommendation that a ten-day extension without assessment of liquidated damges be granted.

This is a federal aid-secondary project and an extension of time does not require concurrence by the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

CAG/mm
Attached

RECEIVED
APR 25 1958
FOR FILING

L. 302 (2)

4889

Apr. 24, 1958

CERTIFIED MAIL

St. Paul Fire & Marine Ins. Co.
Pacific Dept.
200 Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to West Coast Steel Works, assigned to St. Paul Fire & Marine Insurance Company, in connection with Contract No. 4889, covering Pruner Bridge on the Riddle County Road in Douglas County. This payment, in the amount of $16,919.82, will be released on or after May 5, 1958. The retained percentage is $7,030.77.

There is a claim filed against this project by Farwest Steel Company, of which you have been previously notified, in the amount of $16,680.71.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

cc: Jas. McI. Wood, West & Co.
625 Failing Bldg.
Portland, Ore.

NOTED ON CARD

RECEIVED
APR 22 1958
FOR FILING

L 302 (2)

4991

April 17, 1958

West Coast Steel Works
3609 N. E. 77th Avenue
Portland 13, Oregon

Gentlemen:

A carbon copy of a letter from Anderson, Birkeland & Anderson, addressed to James Wood, West & Co., Portland, dated April 8, 1958, has been received advising that their claim in the account of $1,663.54 against West Coast Steel Company has been paid and the claim released. This pertains to construction of the Prumer Bridge on the Riddle County Road in Douglas County, our Contract No. 4889.

We also have a carbon copy of a letter from Concrete Technology Corp., addressed to James Wood, West & Co., dated April 8, 1958, advising that the corporation's claim against West Coast Steel Company in the amount of $1,244.58 has been paid and the claim released. This also pertains to our Contract No. 4889.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
St. Paul Fire & Marine Insurance Company
Northwest Branch Office
Mills Building
San Francisco 4, California

James Wood, West & Co.
625 Failing Bldg.
Portland, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD
OM

FAQ:fp

April 11, 1958

Mr. Thomas W. Anderson
1123 Port of Tacoma Road
Tacoma 2, Wn.

Dear Sir:

Attached are photocopies of carbon copies of letters that we received from you concerning claims against West Coast Steel Company on our Contract No. 4889. If you will kindly sign the attached photocopies and return them to us, we will be pleased to mark the claims as paid in our records.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

FAQ:fp

NOTED ON CARD

April 8, 1958

James Wood, West & Co.
625 Failing Building
Portland, Oregon

Contract No. 4889

Gentlemen:

Payment was received today from West Coast Steel Co. in the amount of $1244.55. We, therefore, release our claim for rental of prestressing equipment furnished for the Pruner Bridge Project in Riddle, Oregon in the amount stated above.

Yours very truly,

Concrete Technology Corp.

By
Thomas W. Anderson

TWA jb
c.c. State Highway Dept.
West Coast Steel Co.

RECEIVED
APR 9 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 22 1958
FOR FILING

L-312 (2)

4889

Notice card files

April 17, 1958

West Coast Steel Works
5809 N. E. 77th Avenue
Portland 13, Oregon

Gentlemen:

A carbon copy of a letter from Anderson, Birkeland & Anderson, addressed to James Wood, West & Co., Portland, dated April 8, 1958, has been received advising that their claim in the amount of $1,663.54 against West Coast Steel Company has been paid and the claim released. This pertains to construction of the Prumer Bridge on the Riddle County Road in Douglas County, our Contract No. 4889.

We also have a carbon copy of a letter from Concrete Technology Corp., addressed to James Wood, West & Co., dated April 8, 1958, advising that the corporation's claim against West Coast Steel Company in the amount of $1,244.95 has been paid and the claim released. This also pertains to our Contract No. 4889.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
St. Paul Fire & Marine Insurance Company
Northwest Branch Office
Mills Building
San Francisco 4, California

James Wood, West & Co.
623 Failing Bldg.
Portland, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

FAQ:fp

RECEIVED
APR 11 1958
FOR FILING

April 11, 1958

Mr. Thomas W. Anderson
1123 Port of Tacoma Road
Tacoma 2, Wn.

Dear Sir:

Attached are photocopies of carbon copies of letters that we received from you concerning claims against West Coast Steel Company on our Contract No. 4889. If you will kindly sign the attached photocopies and return them to us, we will be pleased to mark the claims as paid in our records.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

FAQ:fp

RECEIVED
APR 16 1958
FOR FILING

April 10, 1958

West Coast Steel Works
P. O. Box 2627
Portland 3, Oregon

Attention: Mr. John G. Lundstrom
General Manager

Dear Mr. Lundstrom:

Just received is your letter of April 9, 1958 with enclosures, being an assignment given by West Coast Steel Works to the St. Paul Fire and Marine Insurance Company covering all monies that are now due or which may hereafter become due West Coast Steel Works in connection with State Highway Contract No. 4889, for construction of the Prunor Bridge in Douglas County, Oregon.

This assignment appears to be satisfactory and we will honor it. Future payments for work performed in connection with this job will be sent directly to the St. Paul Fire and Marine Insurance Company, Mills Building, San Francisco, California.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: St. Paul Fire & Marine Insurance Co.
Mills Building
San Francisco, California

Attn: Mr. R. E. Jones

C. H. Maison (2)

Mr. Maison:
I attach hereto a signed duplicate of the assignment mentioned above together with a photo copy of Mr. Lundstrom's authority to execute it. I have retained the original of the assignment and the authority for filing in the contract.

HBG

NOTED
FLOYD QUERY

(over) (Mr. Query see reverse side)

Mr. Query:

Attached hereto is the original of the assignment referred to above which please note on the card for this job and file in the contract. Also attached is a certificate that Mr. Lundstrom is authorized to execute this assignment. This should also be filed in the contract.

HBG

West Coast Steel Works

Engineers
Fabricators
Constructors

April 9, 1958

State of Oregon
State Highway Department
Salem, Oregon

ATTENTION: Mr. H. B. Glaisyer, Secretary

SUBJECT: Pruner Bridge
Contract No. 4889

Dear Mr. Glaisyer:

Enclosed you will find the original and one (1) copy of the executed "Assignment of Claim" covering the payments due, or to become due, to us under the subject contract.

As General Manager, I am empowered to bind the Corporation in all matters of this sort and have enclosed a copy of the Corporate resolution covering the same for your file.

Thank you for your cooperation in this matter.

Very truly yours,

WEST COAST STEEL WORKS

John G. Lundstrom

John G. Lundstrom
General Manager

JGL:mmr
cc: St. Paul Fire & Marine Ins. Co.
Mills Building
San Francisco, California
Attn: Mr. R. E. Jones

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
APR 10 1958
OREGON
STATE HIGHWAY COMMISSION

BRIDGES ● STEEL DESIGN ● ROLLING HANGAR DOORS

RECEIVED
APR 11 1958
FOR FILING
302(2)
4[illegible]

April 7, 1958

West Coast Steel Works
P. O. Box 2627
Portland 3, Oregon

Attention: John G. Lundstrom, General Manager

Dear Mr. Lundstrom:

Just received is your letter of April 3, 1958, requesting necessary forms to enable you to assign to the St. Paul Fire and Marine Insurance Company, surety on the bond that you furnished in connection with the contract awarded you for construction of the Pruner Bridge in Douglas County, all monies owing to you or which may hereafter become payable to you in connection with this job.

I enclose five copies of the assignment. When it has been executed by the proper officials of the West Coast Steel Works please return the original and one copy, both signed to me for further handling. We will be glad to honor the assignment in connection with future payments.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc: C. H. Maison

West Coast Steel Works

Engineers
Fabricators
Constructors

April 3, 1958

Oregon State Highway Department
Salem,
Oregon

SUBJECT: Contract No. 4889, Bridge No. 1705-A
F.A.P. No. S-302(2), Prefix 510-1036
Pruner Bridge, Douglas County

Gentlemen:

We wish to make assignment to our Surety of all funds yet to be due and payable in connection with the subject contract.

Will you kindly forward to us the necessary forms to be executed in order to arrange for all future payments on the said contract to be directed to our Surety.

Very truly yours,

WEST COAST STEEL WORKS

John G. Lundstrom

John G. Lundstrom
General Manager

JGL:mmr

RECEIVED
APR 7 1958
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

RECEIVED
MAR 18 1958
FOR FILING

March 14, 1958

Anderson, Birkeland & Anderson
1123 Port of Tacoma Road
Tacoma 2, Washington

Attention: Mr. Thomas W. Anderson

Gentlemen:

We have received a copy of your undated letter, addressed to James Wood, West & Co., agents for St. Paul Fire & Marine Insurance Co. on the bond issued in connection with our Contract No. 4889, awarded to West Coast Steel Works for construction of the Pruner Bridge on the Riddle County Road in Douglas County. Your letter states that West Coast Steel Works owes you the sum of $1,663.54 for technical services.

The contract has not yet been completed but if you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Highway Commission, you should file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure for such filing. In the meantime the claim will be noted in our records and we will advise the surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD
em

James Wood, West & Co.
625 Failing Building
Portland, Oregon

Gentlemen:

The Oregon State Highway Commission has furnished us your name as agent for the St. Paul Fire & Marine Insurance Co. and that you have furnished the performance bond for the West Coast Steel Co. on the Pruner Bridge project at Riddle, Oregon.

We have been retained by West Coast SteelCCo. to provide technical direction for the prestressing work at the site.

Our unpaid balance is $1663.54 and we wish to be protected on this amount as a claim against the bond.

We will keep you advised on the receipt of payments on this account.

Yours very truly,

Anderson, Birkeland & Anderson

By
Thomas W. Anderson

TWA jb
c.c. Oregon State Highway Commission

RECEIVED
MAR 4 1953
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
MAR 13 1958
FOR FILING

S-302(2)

4887

March 14, 1958

St. Paul Fire and Marine Insurance Company
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

A carbon copy of a letter from Anderson, Birkeland & Anderson, Tacoma, Wn., addressed to James Wood, West & Co., Portland, has been received stating that West Coast Steel Co. (Works) owes them the sum of $1,663.54 for technical services provided in construction of the Prosser Bridge on the Riddle County Road in Douglas County, our Contract No. 4889.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:

James Wood, West & Co.
624 Failing Building
Portland, Oregon

West Coast Steel Works
5609 N. E. 77th Avenue
Portland 13, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

NOTED ON CARD

RECEIVED
MAR 18 1958
FOR FILING

4889

March 14, 1958

Concrete Technology Corp.
1123 Port of Tacoma Road
Tacoma 2, Wn.

Attention: Mr. Thomas W. Anderson

Gentlemen:

We have received a carbon copy of your letter, addressed to James Wood, West & Co., Portland, advising that West Coast Steel Co. (Works) owes you the sum of $1,244.55 for prestressing equipment used on the Pruner Bridge on the Riddle County Road in Douglas County, our Contract No. 4889.

The contract has not yet been completed but if you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Highway Commission you should file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the necessary procedure. In the meantime, the claim will be entered in our records and we will advise the surety of its receipt.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

FAQ:fp

NOTED ON CARD

March 3, 1958

James Wood, West & Co.
625 Failing Building
Portland, Oregon

Gentlemen:

We understand you are the agent for the St. Paul Fire & Marine Insurance Co. and furnished the performance bond for West Coast Steel Co., on the Prumer Bridge job in Riddle, Oregon.

Our firm furnished prestressing equipment to West Coast Steel Co. for use on the Prumer Bridge dating back to September 10, 1957. To date, no payment has been received on this account. Rental extended to January 21, 1958 bringing the total charges to $1244.55.

We have talked to Mr. John Lindstrom about this account and have assurance that payments will be made. However, our firm would like to be on record to protect us in the amount due.

We will advise you at such time as our claim is satisfied.

Yours very truly,

Concrete Technology Corp.

By
Thomas W. Anderson

TWA jb
c. c. Oregon State Highway Commission

REFERRED TO
BY SECRETARY

RECEIVED
MAR 4 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
MAR 18 1958
FOR FILING

March 14, 1958

St. Paul Fire and Marine Insurance Company
Northwest Branch Office
Mills Building
San Francisco, 4, California

Gentlemen:

We have received a carbon copy of a letter written by Concrete Technology Corp., addressed to James Wood, West & Co., Portland, stating that West Coast Steel Co. (Works) owes them the sum of $1,244.55 for prestressing equipment furnished on the Primer Bridge job in Douglas County, our Contract No. 4889.

This information is furnished as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:

James McI. Wood, West & Co.
625 Failing Building
Portland, Oregon

West Coast Steel Works
5609 N. E. 17th Ave.
Portland 13, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

NOTED ON CARD

MEMO TO FILES
(2/13/58)

On February 10, 1958, Al May, Douglas County Engineer, called requesting permission to haul fill material for the Pruner Bridge over the Riddle Road grade separation structure using 8-yd. Tournapulls having a gross weight, when loaded, of 47,000 lbs. This request was referred to P. M. Stephenson who advised that this would be permissible and no permit would be required. Mr. May was so advised by telephone February 10, 1958. Mr. May said he would notify Frank Morgan.

C. G. Swenson
Engr., County & City Relations

[illegible]:mm

[illegible] this: ~~Secondary 237 (Riddle Road)~~
FAS 244 (Pruner Bridge)

NOTED
C. G. SWENSON

RECEIVED
JAN 23 1958
FOR FILING

4887

January 24, 1958

St. Paul Fire and Marine Insurance Company
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

Under date of January 21, 1958, we received a notice of claim filed with the Secretary of State by Farwest Steel Co., Eugene, against West Coast Steel Works, in the amount of $23,661.83, for steel furnished in construction of the Pruner Bridge on the Riddle County Road in Douglas County, our Contract No. 4689.

On January 23, 1958, we received an amended claim which also had been filed with the Secretary of State, reducing the claim mentioned above to the amount of $16,689.71.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
West Coast Steel Works
5609 N. E. 77th Avenue
Portland 13, Oregon

Jas. McI. Wood, West & Co.
625 Failing Bldg.
Portland, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

NOTED ON CARD

HARRIS, BUTLER, HUSK & GLEAVES
LAW OFFICES
EUGENE LEGAL CENTER
P. O. BOX 1147
EUGENE, OREGON

LAWRENCE T. HARRIS
EDWARD A. BUTLER
RONALD W. HUSK
VERNON D. GLEAVES
JAMES C. GOODE

TELEPHONE
DI 5-8407

January 22, 1958

Secretary of State
Salem, Oregon

Dear Sir:

On January 20, 1958, we forwarded to your office on behalf of Farwest Steel Co. of Eugene, Oregon, Notice of Claim against West Coast Steel Works, a corporation, and St. Paul Fire and Marine Insurance Co., its surety, arising out of a claim for certain steel furnished in the construction of the Pruner Bridge on the South Fork of the Umpqua River in Douglas County, Oregon, under Contract No. 4889, with the State Highway Commission.

After forwarding this Notice of Claim it was called to our attention that we had failed to deduct from the total amount of the claim a payment of $6,981.12 which had been paid and we are, therefore, enclosing herewith for filing Amended Notice of Claim of Farwest Steel Co. in the amount of $16,680.71.

Yours very truly,

Vernon D. Gleaves

VERNON D. GLEAVES

VDG/jc
Enclosure
cc: Oregon State Highway Commission
Salem, Oregon

REFERRED TO
BY SECRETARY

RECEIVED
JAN 23 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

AMENDED NOTICE OF CLAIM

To: The State of Oregon,
Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, FARWEST STEEL CO., an Oregon corporation, has a claim for the agreed price and reasonable value of certain steel in the sum of $16,680.71 against the bond taken from WEST COAST STEEL WORKS, a corporation, as principal, and St. Paul Fire and Marine Insurance Co., as surety, for the work of the construction of the Pruner Bridge on the South Fork of the Umpqua River in Douglas County, Oregon, under the terms of a contract between the State of Oregon, acting by and through its State Highway Commission, and West Coast Steel Works, identified as Contract No. 4889.

FARWEST STEEL CO.

By EDWARD A. BUTLER
Secretary

Subscribed and sworn to before me this 23rd day of January, 1958.

MAREE H. BYROM
Notary Public for Oregon

My Commission Expires: Feb. 9, 1958

NOTICE OF CLAIM

TO: The State of Oregon,
Salem, Oregon

Notice is hereby given that the undersigned, FARWEST STEEL CO., an Oregon corporation, has a claim for the agreed price and reasonable value of certain steel in the sum of $23,661.83 against the bond taken from West Coast Steel Works, a corporation, as principal and St. Paul Fire and Marine Insurance Co. as surety, for the work of the construction of the Pruner Bridge on the South Fork of the Umpqua River in Douglas County, Oregon, under the terms of a contract between the State of Oregon, acting by and through its State Highway Commission, and West Coast Steel Works, identified as Contract No. 4889.

FARWEST STEEL CO.

By Edward a Butler
Secretary

Subscribed and sworn to before me this 20th day of January, 1958.

5675

FILED

MARK O. HATFIELD

Secretary of State

Notary Public for Oregon

My Commission Expires: Feb. 9, 1958

RECEIVED
JAN 23 1958
FOR FILING

4889

January 24, 1958

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens
Records Division

Dear Sir:

This is to acknowledge your letter of January 23 to which was attached an amended notice of claim by Farwest Steel Co. against West Gast Steel Works, in the revised sum of $16,680.71, concerning our contract No. 4889, your File No. 3593.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

January 23, 1958

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We are enclosing a copy of a letter by Harris, Butler, Husk & Gleaves and also a copy of an amended claim by Farwest Steel Co., our file No. 3593.

These copies are for your information and files.

Sincerely,

MARK O. HATFIELD
Secretary of State

By Geo C Stephens
Clerk
Records Division

GS:m
Enc.

REFERRED TO
BY SECRETARY

RECEIVED
JAN 24 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
JAN 23 1958
FOR FILING

4889

January 24, 1958

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens
Records Division

Dear Sir:

This is to acknowledge your letter of January 21 to which was attached three copies of a claim filed with your office by Farwest Steel Co. against West Coast Steel Works, in the amount of $23,661.83, our Contract No. 4889, your File No. 3593.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

Jan. 21, 195[illegible]

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received from Harris, Butler, Husk & Gleaves, lawyers, Eugene, and filed as of today a notice of claim by Farwest Steel Co., in the sum of $23,661.83, against the bond taken from West Coast Steel Works, principal and St. Paul Fire and Marine Insurance Co. surety, Highway Contract No. 4889, our file No. 3593.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Sincerely,

MARK O. HATFIELD
Secretary of State

By Leo A Stephens
Clerk
Records Division

GS:m
Enc.

REFERRED TO
BY SECRETARY
Prepare usual letter
record on card

NOTED ON CARD

NOTICE OF CLAIM

TO: The State of Oregon,
Salem, Oregon

Notice is hereby given that the undersigned, FARWEST STEEL CO., an Oregon corporation, has a claim for the agreed price and reasonable value of certain steel in the sum of $23,661.83 against the bond taken from West Coast Steel Works, a corporation, as principal and St. Paul Fire and Marine Insurance Co. as surety, for the work of the construction of the Pruner Bridge on the South Fork of the Umpqua River in Douglas County, Oregon, under the terms of a contract between the State of Oregon, acting by and through its State Highway Commission, and West Coast Steel Works, identified as Contract No. 4889.

FARWEST STEEL CO.

By Edward a Butler
Secretary

Subscribed and sworn to before me this 20th day of January, 1958.

3593

FILED
JAN 21 1958
MARK O HATFIELD
SECRETARY OF STATE

Notary Public for Oregon

My Commission Expires: Feb. 9, 1958

RECEIVED
JAN 24 1958
FOR FILING

Jan. 22, 1958

Harris, Butler, Husk & Cleaves
Eugene Legal Center
P. O. Box 1147
Eugene, Oregon

Attn.: Mr. Vernon D. Cleaves

Gentlemen:

As requested in your letter of Jan. 20, we have attached a certified copy of Contract and Bond No. 4889, awarded to West Coast Steel Works for construction of the Pruner Bridge.

This copy is furnished as Farwest Steel Company has a claim against the contract in the sum of $23,661.83, as outlined in the affidavit attached to your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Form
attach.

NOTED ON CARD

HARRIS, BUTLER, HUSK & GLEAVES
LAW OFFICES
EUGENE LEGAL CENTER
P. O. BOX 1147
EUGENE, OREGON

LAWRENCE T. HARRIS
EDWARD A. BUTLER
RONALD W. HUSK
VERNON D. GLEAVES
JAMES C. GOODE

TELEPHONE
DI. 5-8407

January 20, 1958

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are enclosing herewith on behalf of Farwest Steel Co. application for certified copy of the construction contract entered into between the State Highway Commission and West Coast Steel Works on or about the 14th day of March, 1957, for the construction of the Pruner Bridge on the South Fork of the Umpqua River in Douglas County, Oregon, and identified as Contract No. 4889, and for a certified copy of the performance bond furnished to the State Highway Commission by West Coast Steel Works as principal and St. Paul Fire and Marine Insurance Co. as surety.

Farwest Steel Co. has a claim for materials furnished for use in the performance of this contract and we are today filing on behalf of Farwest Steel Co. its claim with the Secretary of State.

Yours very truly,

Vernon D. Gleaves

VERNON D. GLEAVES

VDG:jc
Enclosure

Query
prepare certified copy of contract
note as ord

RECEIVED
JAN 21 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

AFFIDAVIT

STATE OF OREGON)
) SS
County of Lane)

I, EDWARD A. BUTLER, being first duly sworn depose and say:

That I am the Secretary of Farwest Steel Co., an Oregon corporation;

That Farwest Steel Co. has a claim for materials furnished to West Coast Steel Works during the period from June 14 to November 13, 1957 in the course of the construction of the Pruner Bridge on the South Fork of the Umpqua River in Douglas County, Oregon, and in accordance with the terms of a contract entered into by and between West Coast Steel Works and the Oregon State Highway Commission, identified as Contract No. 4889.

That said claim is in the amount of $23,661.83 and no payment of the principal amount has been made.

That I make this affidavit in accordance with the provisions of ORS 279.522 and ORS 279.524 in support of an application by Farwest Steel Co. for a certified copy of the bond of the construction contractor furnished to the Oregon State Highway Commission by St. Paul Fire and Marine Insurance Co., and a certified copy of the contract entered into by and between West Coast Steel Works and the Oregon State Highway Commission, identified as Contract No. 4889.

Edward A. Butler
EDWARD A. BUTLER, Secretary of
Farwest Steel Co., an Oregon corporation

Subscribed and sworn to before me this 20th day of January, 1958.

Mabel N. Bylsma
Notary Public for Oregon
My Commission Expires: Feb. 9, 1958

Affidavit

NOTICE OF CLAIM

TO: The State of Oregon,
Salem, Oregon

Notice is hereby given that the undersigned, FARWEST STEEL CO., an Oregon corporation, has a claim for the agreed price and reasonable value of certain steel in the sum of $23,661.83 against the bond taken from West Coast Steel Works, a corporation, as principal and St. Paul Fire and Marine Insurance Co. as surety, for the work of the construction of the Pruner Bridge on the South Fork of the Umpqua River in Douglas County, Oregon, under the terms of a contract between the State of Oregon, acting by and through its State Highway Commission, and West Coast Steel Works, identified as Contract No. 4889.

FARWEST STEEL CO.

By EDWARD A. BUTLER
Secretary

Subscribed and sworn to before me this 20th day of January, 1958.

MAREE H. BYROM
Notary Public for Oregon

My Commission Expires: Feb. 9, 1958

RECEIVED
JAN 21 1958
FOR FILING

LAWRENCE T. HARRIS
EDWARD A. BUTLER
RONALD W. HUSK
VERNON D. GLEAVES
JAMES C. GOODE

J-30a (2)

4889

File

HARRIS, BUTLER, HUSK & GLEAVES
LAW OFFICES
EUGENE LEGAL CENTER
P. O. BOX 1147
EUGENE, OREGON

TELEPHONE
DI 5-8407

January 20, 1958

Secretary of State
Salem, Oregon

Dear Sir:

We are enclosing herewith for filing in the records of your office original of Notice of Claim against West Coast Steel Works, a corporation, and St. Paul Fire and Marine Insurance Co., its surety, arising out of the furnishing by Farwest Steel Co. of certain steel for use in the construction of the Rujner Bridge on the South Fork of the Umpqua River in Douglas County, Oregon, under Contract No. 4889, with the Oregon State Highway Commission.

Yours very truly,

Vernon D. Gleaves

VERNON D. GLEAVES

VDG/jc
Enclosure
cc: State Highway Commission
Salem, Oregon

COPY

RECEIVED
JAN 21 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 16 1958
FOR FILING

Note on file

Salem, Oregon
Jan. 15, 1958

C. H. Maison
Auditor
O F F I C E

Saint Paul Fire and Marine Insurance Company, surety for West Coast Steel Works on Contract No. 4889, yesterday requested by telephone that we withhold the January estimate on the above contract in an amount which we believe is $11,173.00, until further advised by the surety. Please do so.

F. Q.

Assistant Secretary

FQ:cm

NOTED ON CARD
cm

RECEIVED
JAN 10 1958
FOR FILING

4889

January 9, 1958

Anderson, Birkeland & Anderson
1123 Port of Tacoma Road
Tacoma 2, Wn.

Attention: Mr. Thomas W. Anderson

Gentlemen:

This is to acknowledge your letter of January 3, in which you state that you have a claim for technical services in the sum of $1,341.55 against West Coast Steel Co., on our Contract No. 4889 for construction of the Pruner Bridge on the Riddle County Road in Douglas County.

The St. Paul Fire & Marine Insurance Company, through James Wood, West & Co., 625 Failing Bldg., Portland, furnished the performance bond for this contract, which bond assures payment of all materials incurred in the contract. The contract has not yet been completed.

If you feel that it may be necessary to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Highway Commission, you should file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the filing procedure. In the meantime, the claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

FAQ:fp

NOTED ON CARD

THOMAS W. ANDERSON HALVARD W. BIRKELAND ARTHUR R. ANDERSON

Anderson, Birkeland & Anderson
STRUCTURAL CONSULTANTS
1123 Port of Tacoma Road
Tacoma 2, Washington

January 3, 1958

4889

Oregon State Highway Commission
Salem, Oregon

Re: Pruner Bridge
Project - West Coast Steel Co.

Gentlemen:

We have furnished technical services to West Coast Steel Co. on their contract to construct the Pruner Bridge at Riddle Oregon.

There are two outstanding unpaid invoices for September 30th, amount $984.05 and November $357.50 for a total of $1341.55.

We realize we would receive protection on the bond for this job but think we should also be on record with your department.

You will be further advised if and when we receive payment.

Yours very truly,

Anderson, Birkeland & Anderson

By Thomas W. Anderson
Thomas W. Anderson

TWA jb

Ignore acknowledge send no card

RECEIVED
JAN 6 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
JAN 10 1958
FOR FILING

4887

January 9, 1958

St. Paul Fire & Marine Insurance Company
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

A letter has been received from Anderson, Birkeland & Anderson, 1143 Port of Tacoma Road, Tacoma 2, Wn., advising that West Coast Steel Co. owes them the sum of $1,341.55 for technical services furnished in construction of the Pruner Bridge on Riddle County Road in Douglas County, our Contract No. 4889.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Jas. Wood, West & Co.
625 Failing Building
Portland, Oregon

West Coast Steel Works
5609 N. E. 77th Avenue
Portland 13, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

NOTED ON CARD

Form A-120—10M—7-56

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
Harold C. Ayers

Invoice No. 51607

Date July 23, 1957

Your Req. No.

Billing Request No. 60 3lul

Credit distribution: 510-1036-297

Douglas County
Roseburg, Oregon

Attn: County Court

Advance Deposit	3,175.00
Partial transfer of advance deposit on Pruner Bridge, FAS 2lul, covered by agreement dated February, 1957.	3,175.00
To be refunded	none

RECEIVED
JUL 24 1957

ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 90055

Cash Received with Request: $_____

By _____

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of one hundred sixty one thousand, one hundred and 00/100 dollars ($ 161,100.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is two hundred sixty thousand, sixty two and 00/100 dollars ($ 260,062.00).

Comm—DC—32551

Form A-180—10M—7-56

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 49866

Date March 18, 1957

Your Req. No.

Billing Request No. cc 307

Credit distribution: 510-1036-297

Douglas County
Roseburg, Oregon

Attn: County Court

RECEIVED
MAR 18 1957
COUNTY COURT
NOTED
John F. Naggmann

Advance Deposit	50,000.00
Pruner Bridge, FAS 2lk, covered by agreement dated February, 1957.	
Partial transfer county's share total cost.	40,000.00
To be retained	$10,000.00

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

State Printing 96055

dollars ($).

Comm—DC—32551

RECEIVED
MAY 22 1957
FOR FILING

S-302(2)

4859

State Oregon
County Douglas
Project No. S-302(2)

AGREEMENT FOR SECONDARY ROAD
1954 SECONDARY ROAD PLAN

made this 21st day of May, 19 57, by and between
hission, constituting for the purpose hereof
f Oregon, hereinafter called the Highway
ublic Roads, Bureau of Public Roads, Department of Commerce, here-
uant to the provisions of the Act of Congress approved July 11,
supplemented.

tment of said State has submitted a program, which was approved on
, 19 56, for the project hereinafter described; and

ment has furnished a contract estimate or force account estimate

nds have been made available for the project in accordance with
of July 11, 1916, as amended and supplemented.

deration of the premises and of the several promises to be faith-
er set forth, the Highway Department and the Commissioner do here-

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.107 miles of bridge construction
(Character of work)

between FA Rte. 3 south of Myrtle Creek via Riddle and another point on FA Rte. 3 south of Myrtle Creek,
(Control points)

consisting of 0.000 miles of roadway and one bridge totaling 0.107 miles in length.
(Number)

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of one hundred sixty one thousand, one hundred and 00/100 dollars ($ 161,100.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is two hundred sixty thousand, sixty two and 00/100 dollars ($ 260,062.00).

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Douglas
Project No. S-302(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 21st day of May, 19 57 by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 19th day of June, 19 56, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.107 miles of bridge construction (Character of work)

between FA Rte. 3 south of Myrtle Creek via Riddle and another point on FA Rte. 3 south of Myrtle Creek, (Control points)

consisting of 0.000 miles of roadway and one (Number) bridge totaling 0.107 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of one hundred sixty one thousand, one hundred and 00/100 dollars ($ 161,100.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is two hundred sixty thousand, sixty two and 00/100 dollars ($ 260,062.00).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Rynerds
Chairman, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

By _____
Member, State Highway Commission
(Title)

By Robert W Sawtell
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By [redacted] C H Holk
Division Engineer, Bureau of Public Roads
District

—33205

May 14, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Pruner (S. Umpqua River) Bridge, Project No. S-302(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WWC:ia

April 12, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as basis for project agreement for the Pruner (S. Umpqua River) Bridge, Project No. S-302(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WCC:ia

Oregon State Highway Department

Federal Aid Secondary
Project No. S-302(2)

UMPQUA (S. UMPQUA RIVER) BRIDGE ON THE

MIDDLE COUNTY ROAD IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1957

Type Code X081
Truss Bridge (Sta. 42+68.07 to Sta. 48+31.24) (Contract No. 4889)

All Required	Remove Old Bridge & Alter Existing Piers		$	$ 20,000.00
All Required	Shoring, Cribbing, Etc.			40,000.00
800 cu. yds.	Structural Excavation		11.00	8,800.00
40 cu. yds.	Excavation Below Elevation Shown		35.00	1,400.00
490 lin. ft.	Furnish Steel Pile Shells		4.00	1,960.00
14 only	Drive Steel Pile Shells		100.00	1,400.00
1,000 cu. yds.	Class "A" Concrete		60.00	60,000.00
510 cu. yds.	Class "A-A" Concrete		70.00	35,700.00
245,000 lbs.	Metal Reinforcement		0.14	34,300.00
All Required	Prestressing Reinforcement & Prestressing			32,500.00
90 lin. ft.	8-inch Metal Drain Pipe		4.00	360.00
		Subtotal		$236,420.00
		10% Engr. & Cont.		23,642.00
		Total		$260,062.00

Length of Structure 0.107 Mile

Federal Funds	$161,100.00
State Funds	49,481.00
County Funds	49,481.00
	$260,062.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Douglas County with the Highway Department.

FORM E-20X—37,500—2-58—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....

.....

SUBJECT: [illegible] FAS [illegible]
January 22-23 Letting,
February 26-March [illegible] Letting

To: Mr. C. H. Prebert
O F F I C E

Attention: Mr. J. A. Nash

The following county FAS projects, upon which bids were received January 22 and 23 and February 26 and March [illegible] Letting, are approved for agreement, which requires obligation of Federal funds, in the total sums set below each project:

County	Location	FAS	Project	Amount
Umatilla	Clyde-Thornhollow	472	[illegible]	[illegible]
Multnomah	Hartley Street-Division Street	[illegible]	[illegible]	[illegible]
Douglas	Pruner (S. Umpqua River) Bridge	[illegible]	[illegible]	[illegible]
[illegible]	Boyd-Dufur	[illegible]	[illegible]	[illegible]
Tillamook	Short Creek-Oceanside	[illegible]	[illegible]	[illegible]
Lane	Mohawk River Bridge	[illegible]	[illegible]	[illegible]
Lake	[illegible] Creek Bridge	[illegible]	[illegible]	[illegible]
Gilliam	Rock Creek & Thirtymile Creek Bridges	[illegible]	[illegible]	[illegible]

John F. Kouge

John F. Houg[illegible]
[illegible]st. County and City Relations Engineer

JFH:mm

RECEIVED
APR 2 - 1957
FOR FILING

4889

April 2, 1957

West Coast Steel Works
5609 N. E. 77th Avenue
Portland 13, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4889, which was awarded to you on March 14, 1957, by the State Highway Commission, covering construction of the Primer Bridge on the Riddle County Road in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

esm

Encl.

NOTED
V. R. JONES

March 15, 1957

NOTED
Harold C. Ayers

Douglas County Court
Courthouse
Roseburg, Oregon

[redacted]
J. F. McCANN

Gentlemen:

This is to acknowledge receipt of a deposit of $50,000 with a letter stating that the $3,175 balance will be submitted by July 15, 1957. Contract No. 4889 has been awarded to West Coast Steel Works and a copy will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engineer, County and City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

[illegible]
[illegible] 244

RECEIVED
MAR 18 1957
FOR FILING

FORM E-30X—87,500—2-55—63967

S 302(a)
4889

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1957

SUBJECT: Advance Deposit
Pruner Bridge Project
FAS 244, Douglas County

To: Mr. P. M. Stephenson
O F F I C E

On the Pruner Bridge (FAS 244) project, an advance deposit of $50,000 and a letter stating that an additional $3,175 will be deposited prior to July 15, 1957, has been received from the Douglas County Court. This procedure on the advance deposit was approved by the Highway Commission March 1, 1957.

This project is now clear for awarding of contract.

C. G. Swenson

Clarence G. Swenson
Acting Engr., County and City Relations

CGS:mm
cc: G. S. Paxson
S. H. Probert

NOTED
G. S. PAXSON

RECEIVED
MAR 15 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 22 1957
FOR FILING
(302.2)
4189

March 14, 1957

West Coast Steel Works
9609 N. E. 77th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on March 1, 1957, accepted your proposal for construction of Fruner Bridge over the South Umpqua River on the Riddle County Road in Douglas County, for the sum of $236,440.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4889.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: R. G. Savage (SIAC)
Tom Edwards
S. H. Probert
F. M. Stephenson

NOTED
J. Mc C.

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Mr. Blake Jackson, Editor
Construction World
71 Columbia Street
Seattle 4, Washington

Mr. Lowell Richards
c/o Daily Journal of Commerce

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	X
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 14, 1957
4:27 PM

West Coast Steel Works
5609 N. E. 77th Avenue
Portland, Oregon

Contract for Prumer Bridge over the South Umpqua River on the Riddle County Road, Douglas County, for which you submitted low bid on March 1, 1957, awarded you today. Contract forms follow shortly.

H. B. Glaeyer, Secretary
OREGON STATE HIGHWAY COMM:

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

FRANK ASHLEY, COUNTY COMMISSIONER

V. T. JACKSON, COUNTY JUDGE

HURON W. CLOUGH, COUNTY COMMISSIONER

CHARLES DOERNER, CLERK
MORRIS C. BOWKER, ASSESSOR
BERT LAURANCE, TREASURER
FRED M. DARBY, SURVEYOR

ROBERT M. STULTS, DISTRICT ATTORNEY
KENNETH BARNEBURG, SCHOOL SUPT
IRA C. BYRD, SHERIFF
L. L. POWERS, CORONER

NOTED
Harold C. Ayers

DOUGLAS COUNTY

ROSEBURG, OREGON

March 7, 1957

Mr. Clarence G. Swenson
Engr., County and City Relations
Oregon State Highway Department
Salem, Oregon

Re: Pruner Bridge
FAS 244

Dear Sir:

Enclosed is Douglas County warrant in the amount of $50,000.00 for advance payment for the construction of the Pruner Bridge FAS 244.

The remaining $3,175.00 due for the completion of the Douglas County share will be forwarded to you prior to July 15, 1957.

RECEIVED
MAR 14 1957
ENGINEER
COUNTY

Yours truly,

DOUGLAS COUNTY COURT

V T Jackson County Judge

Frank Ashley Commissioner

Huron W. Clough Commissioner

hb
encl.

Douglas Co. warrant No. 3147 for $50,000
to duty Inv. 3-15-57
7Q mmy

RECEIVED
MAR 14 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

RECEIVED
MAR 7 1957
FOR FILING

S-302.(2)

4889

March 7, 1957

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Douglas County one fully executed copy each of a maintenance and finance agreement between the State Highway Commission and Douglas County covering the Pruner (S. Umpqua River) Bridge Section, S-302(2), FAS 244, Douglas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
MAR 11 1957
FOR FILING

S-302(2)

4889

File

3-7-57

Maint.-297
Finance-148

Salem, Oregon
March 7, 1957

FAS Project Agreements
Pruner (S.Umpqua River) Bridge
S-302(2), FAS 244
Douglas County

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Douglas County covering the Pruner (S. Umpqua River) Bridge, S-302,FAS 244, Douglas County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Douglas County.

Secretary

rn
Attach: 5

FORM E30—50M—11-55—60224

AGENDA
FEB 28 1957

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1957

SUBJECT: FAS Project Agreements
Pruner (S. Umpqua River) Bridge
S-302(2), FAS 244
Douglas County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of a finance agreement covering the subject named project. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies for transmittal to the B.P.R.

This project was approved by the Highway Commission on January 22, 1957.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date 2-26-57

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-22-57 Minute Page 29
Secretary

2 Ⓐ's
2 COPIES TO BE SIGNED (of each)

2 agreements

A

NOTED
V. R. JONES

March 6, 1957

Harold C. Ayers

Douglas County Court
Courthouse
Roseburg, Oregon

NOTED
JOHN D. GRAHAM

Gentlemen:

On March 1st bids were received for construction of the Pruner Bridge on FAS 244. As per the agreement between the county and state, the following advance deposit is required of the county:

Bid Items	$236,420.00
12-1/2% Engineering & Contingencies	29,552.50
Estimated Total Cost.....	$265,972.50

County Advance Deposit of 20% - $ 53,175.00

It is the policy of the Highway Commission, on county FAS projects, to require the county to make this deposit in full prior to awarding the contract. Because the low bid on this project was 12.1% over the engineer's estimate, the Highway Commission decided to accept an advance deposit of $50,000 at this time with a letter signed by the Court stating that the remaining $3,175 will be deposited with the State Highway Commission prior to July 15, 1957, if your present budget will not permit the deposit of the full amount at this time.

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit, together with the above requested letter if the full amount is not deposited at this time, a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

$50,000 Received 3/14/57 Bal. of $3,175 to be paid by or before 7/15/57

NOTED
C. G. SWENSON

By: Clarence G. Swenson
Acting Engr., County and City Relations

CGS:mm

cc: Mr. Al H. May

510-1036
Contract No. 4889

NOTED
Harold C. Ayers

NOTED
V. R. JONES

Salem, Oregon
February 25, 1957

Mr. G. S. Paxson
O F F I C E

FAS Project Agreements
Pruner (S. Umpqua River) Bridge
S-302(2), FAS 244
Douglas County

Attached are three copies of a finance agreement covering the subject named project. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies for transmittal to the B.P.R.

This project was approved by the Highway Commission on January 22, 1957.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

February 15, 1957

Mr. Al H. May
Douglas County Engineer
Courthouse
Roseburg, Oregon

Dear Sir:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Pruner Bridge on FAS 244 upon which bids will be received March 1.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is $237,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please have the County Court sign, the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than February 21.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
C. G. SWENSON

By: John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Encl.

FORM E-30 25M 8-51 52218

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1957

SUBJECT: Pruner Bridge Replacement
in Douglas County

To:

Mr. Clarence Swenson
County and City Relations Engineer
O f f i c e

RECEIVED
JAN 3 1957
ENGINEER
COUNTY & CITY

Estimates have been prepared for the replacement of the Pruner Bridge over the South Umpqua River. Estimates have been made on the basis of 560' of bridge and using the three dumb-bell piers of the existing structure.

Estimate No. 1 for a concrete superstructure indicates a cost of $225,000 which amount includes 12½% for contingencies. Estimate No. 2 has been made on the basis of six composite welded steel beams and also reusing the three existing piers at a cost of $232,000, including 12½% for contingencies.

At the present time, plans are practically complete for the structure under Estimate No. 1, which will have an all concrete superstructure. As soon as possible, plans will be sent you so that they may be transmitted to the County for the job complete with concrete superstructure.

Ivan D. Merchant

Ivan D. Merchant
Assistant Bridge Engineer

IDM/mm

Figures given to Al Maas by phone 1/3/57 J.T.H.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

MEMO TO: J. W. Nash
5/22/56

PRUNER BRIDGE OVER S. UMPQUA RIVER
FAS ROUTE 244

This bridge is located approximately 0.8 mile west of the northerly junction of FAS 244 with FAP 3 north of the City of Riddle. The existing bridge has two 125' steel trusses and 301' of pile trestle approach spans. Its horizontal clearance is 15' which is entirely inadequate for the present volume and type of traffic.

The proposed project is to construct 2 two 84' and two 65' reinforced concrete approach spans and two 125' prestressed concrete main spans on the same location as the present bridge. Three of the existing piers will be utilized in the new structure. The horizontal clearance of the new bridge will be 26 feet. Road approaches will be constructed by Douglas County through an oil mat or asphaltic concrete wearing surface without Federal cooperation.

This road is the principal service route to the City of Riddle and is used to haul logs and lumber to and from the mills at Riddle. It also serves nickel producing plant near Riddle.

The balance of the road, with the exception of the 0.6 mile long Yoku Yokum Bridge Section presently under contract, has a 20' to 22' wide bituminous wearing surface with a 24' to 28' roadway. This road is handling present traffic satisfactorily and no further improvement is planned in the immediate future.

DOUGLAS COUNTY
Bridge length - 548'

FUNDS:		
	Federal	$74,400.
	State	24,800.
	County	50,800.
	Total	$150,000.

NOTE: The Federal and State funds are limited by the amount available to Douglas County up to and including the fiscal year 1957 apportionment.

NOTED
Harold C. Ayers

NOTED
J. F. [illegible]NN

NOTED
J. W. CATTRALL

MEMO TO: J. W. Nash
5/22/56

PRUNER BRIDGE OVER S. UMPQUA RIVER
FAS ROUTE 244

This bridge is located approximately 0.8 mile west of the northerly junction of FAS 244 with FAP 3 north of the City of Riddle. The existing bridge has two 125' steel trusses and 301' of pile trestle approach spans. Its horizontal clearance is 15' which is entirely inadequate for the present volume and type of traffic.

The proposed project is to construct 2 two 84' and two 65' reinforced concrete approach spans and two 125' prestressed concrete main spans on the same location as the present bridge. Three of the existing piers will be utilized in the new structure. The horizontal clearance of the new bridge will be 26 feet. Road approaches will be constructed by Douglas County through an oil mat or asphaltic concrete wearing surface without Federal cooperation.

This road is the principal service route to the City of Riddle and is used to haul logs and lumber to and from the mills at Riddle. It also serves nickel producing plant near Riddle.

The balance of the road, with the exception of the 0.6 mile long Yokum Bridge Section presently under contract, has a 20' to 22' wide bituminous wearing surface with a 24' to 28' roadway. This road is handling present traffic satisfactorily and no further improvement is planned in the immediate future.

DOUGLAS COUNTY
Bridge length - 548'

FUNDS:		
	Federal	$74,400.
	State	24,800.
	County	50,800.
	Total	$150,000.

NOTE: The Federal and State funds are limited by the amount available to Douglas County up to and including the fiscal year 1957 apportionment.

Dec. 55

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Location Prospectus for Pruner Bridge

The following prospectus is submitted regarding the vicinity survey to replace the Pruner Bridge over the South Umpqua River on the Riddle County Road. This vicinity survey is being made to replace the structure only. The approaches to the structure are to be constructed by Douglas County.

This structure is located on the Riddle County Road approximately 0.9 mile westerly from the Pacific Highway and approximately 2 miles northerly of the town of Riddle.

The decision to reconstruct this bridge in its present location was made by the Douglas County Court.

Plans call for a roadbed design of two lanes, 11 feet wide with 4-foot shoulders on each side.

Since the County is planning to construct the approaches, no investigation of material sources will be required.

There are no State parks in the vicinity of this structure.

A sketch map showing the location of this structure is attached hereto.

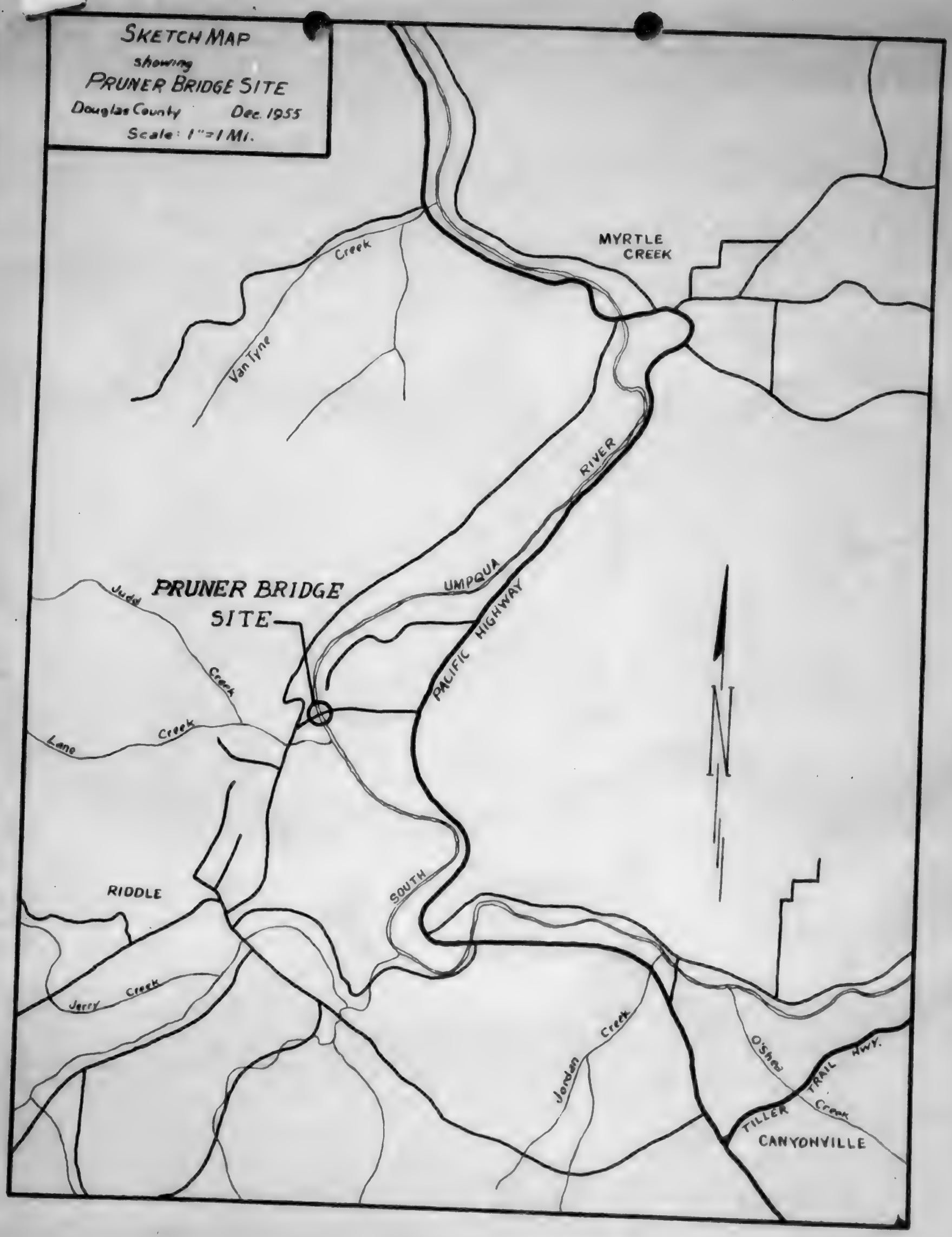
- - - - - -

Attachment

RECEIVED
DEC 12 1955

J. F. [illegible]MANN

FAS 244
Douglas Co.


SKETCH MAP
showing
PRUNER BRIDGE SITE
Douglas County Dec. 1955
Scale: 1"=1 Mi.
Creek
Van Tyne
MYRTLE CREEK
RIVER
UMPQUA
PRUNER BRIDGE SITE
Judd
Creek
Lane
Creek
PACIFIC HIGHWAY
N
RIDDLE
SOUTH
Jerry Creek
Jordan Creek
O'Shea
TRAIL
Hwy.
TILLER
Creek
CANYONVILLE

NOTED
V.R

NOTED
Harold C. A[illegible]

November 7, 1956

Douglas County Court
Courthouse
Roseburg, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

On November 5, the Highway Commission approved the county FAS project on FAS 344 as described in the attached tabulation. Preparation of plans and specifications and approval by the Bureau of Public Roads are required prior to contracting. The preliminary engineering will be under the supervision of our division office at Roseburg and will proceed as rapidly as available engineering personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

DOUGLAS COUNTY
PROPOSED PROJECT

FAS 244 - Pruner Bridge over the South Umpqua River, $120,000. This bridge is located approximately 0.9 mile west of the junction of FAS 244 (Riddle County Road) with the Pacific Highway and approximately 2 miles north of Riddle.

The proposed project is to construct a new bridge over the South Umpqua River replacing the existing steel structure which is 551' long and has a roadway width of 15'. The new bridge is to have a 26' roadway and be constructed on the same location as the present bridge. The FAS project is for the structure only, including removal of the existing bridge and stockpiling it for county use at the bridge site. The county will construct road approaches as required. The road may be closed during bridge construction; however, this road closure cannot be made until the Yokum Bridge over Cow Creek and the Weaver Overcrossing over the Pacific Highway, presently under contract, are completed and open to traffic.

The $120,000 programmed represents the presently estimated balance of fiscal year 1957 FAS funds available to Douglas County. This may be adjusted as final costs for projects under contract become available.

10/14/55

FORM S-123 50M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 10, 1955

IN REPLY PLEASE REFER TO

NOTED
Harold C.

County Court of Douglas County
Courthouse
Roseburg, Oregon

NOTED
J. W. CATTRALL

NOTED
J. W. C.

Gentlemen:

The State Highway Commission at its meeting on March 2, 1955 approved an extension of Federal-aid Secondary Highway No. 244 easterly from the town of Riddle to a junction with the Pacific Highway near the South Umpqua River, 3.37 miles in length.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: John W. Cattrall

RECEIVED
MAR 11 1955

NOTED
J. W. CATTRALL

March 8, 1955

NOTED
Harold C. Ayers

Douglas County Court
Court House
Roseburg, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On March 2nd the Highway Commission approved the extension of FAS 244 from Riddle east via Cow Creek to the Pacific Highway and also approved for construction with FAS funds the Yokum Bridge section as described in the attached tabulation.

Approval by the Bureau of Public Roads of the route extension and preparation of plans and specifications for the project are now required prior to contracting. Preliminary engineering will be supervised by our division office at Roseburg.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

L. V. BECKLEY, COUNTY COMMISSIONER

CARL C. HILL, COUNTY JUDGE

E. R METZGER, COUNTY COMMISSIONER

CHARLES DOERNER, CLERK AND RECORDER
NED DIXON, ASSESSOR
OLIVER L. JOHNSON, TREASURER
BEN B. IRVING, SURVEYOR
F. C. FREAR, BRIDGE ENGINEER
WALLY HECTOR, ROAD ENGINEER

ROBERT M. STULTS, DISTRICT ATTORNEY
KENNETH BARNEBURG, SCHOOL SUPT
C. H. BAIRD, SR., SHERIFF
AGNES M. PITCHFORD, PROB. OFFICER
E. J. WAINSCOTT, HEALTH OFFICER
L. L. POWERS, CORONER

DOUGLAS COUNTY

ROSEBURG, OREGON

October 22, 1954

file FAS 244

Oregon State Highway Commission
Salem, Oregon.

Attention: John W. Cattrall, Engineer
County and City Relations.

Gentlemen:

The County Court wishes to recommend that our Pruner Road, No. 20-A, from Riddle easterly to the Pacific Highway, in Section 24, T. 30 S., R. 6 W., and Sections 19, 20 and 30 in T. 30 S. R. 5 W., be included in the County Federal Aid Secondary Road program for improvement in the 1955 construction season.

Very truly yours,

DOUGLAS COUNTY COURT

By _____
County Judge

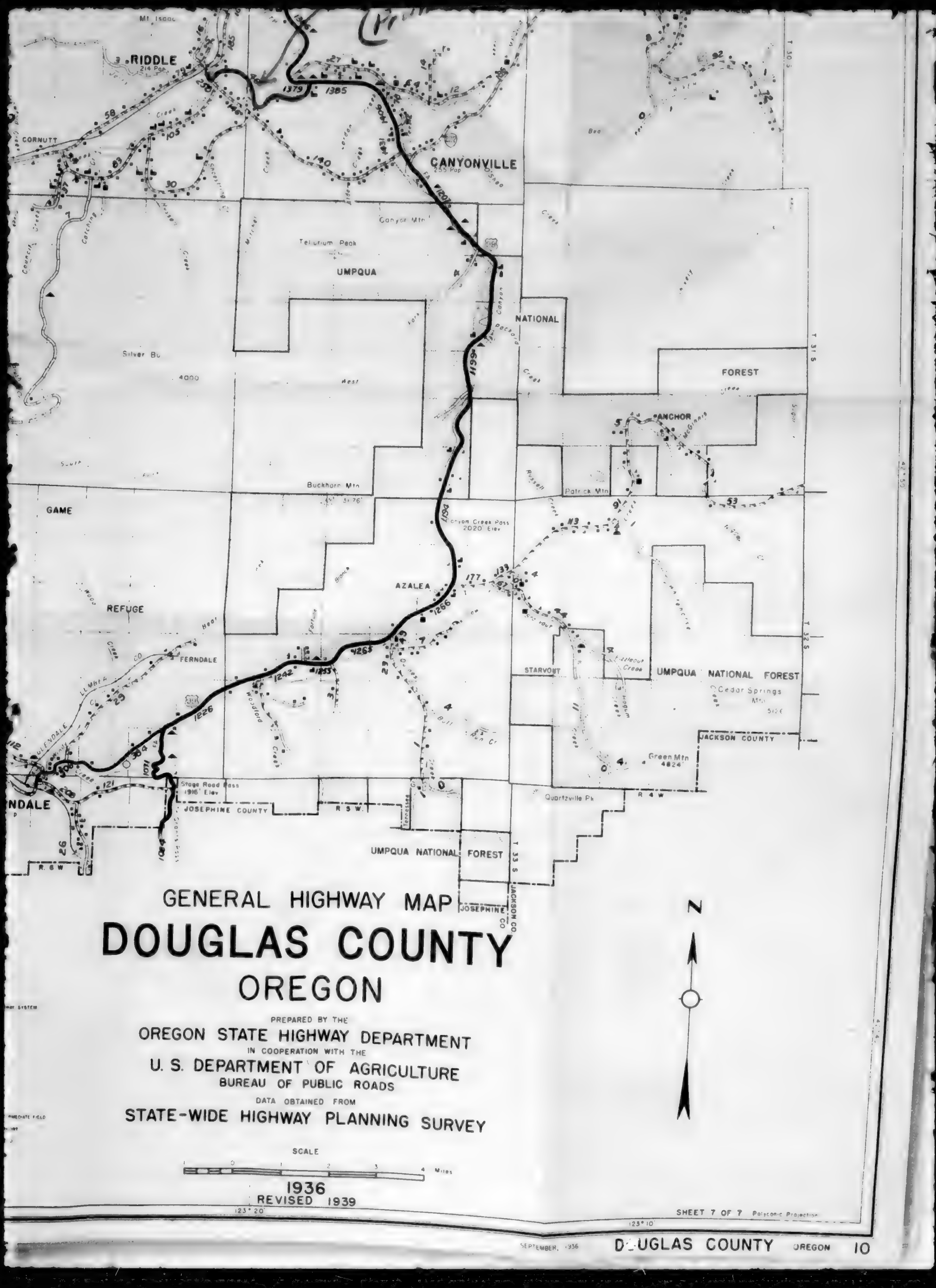
_____
Commissioner

_____
Commissioner

RECEIVED
OCT 22 1954
ENGINEER
COUNTY AND CITY RELATIONS

RECEIVED
OCT 25 1954
ENGINEER
COUNTY AND CITY RELATIONS

RECEIVED
OCT 25 1954
OREGON
STATE HIGHWAY COMMISSION



GENERAL HIGHWAY MAP

DOUGLAS COUNTY

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U. S. DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DATA OBTAINED FROM

STATE-WIDE HIGHWAY PLANNING SURVEY

1936

REVISED 1939

123° 20'

123° 10'

SHEET 7 OF 7 Polyconic Projection

SEPTEMBER, 1936

DOUGLAS COUNTY OREGON 10

123° 20

23°

R 6 W

R 5 W

R 4 W

T 29 S

T 30 S

T 31 S

T 32 S

DOLE

RUCKLES

MYRTLE CREEK
441 Pop

DAYS CREEK

RIDDLE
214 Pop

CANYONVILLE
255 Pop

UMPQUA

NATIONAL

FOREST

ANCHOR

AZALEA

REFUGE

FERNDALE

STARVOUT

UMPQUA NATIONAL FOREST

JACKSON COUNTY

GAME

Canyon Creek Pass
2020' Elev

Buckhorn Mtn

Canyon Mtn

Tellurium Peak

Silver Bu

4000

Mt Isaac

Cedar Springs Mtn

1428

1328

1901

1436

1450

1397

1379

1385

1206

1207

1199

1194

1266

1263

1242

1255

1226

1136

1148

1443

1445

1446

1443

1443

1443

NATIONAL FOREST

SISKIYOU NATIONAL FOREST

Table Mtn

BYERS

PACIFIC

Dutchman Butte

FECK

Iron Mtn

COW

Rabbit Mtn

DOTHAN

WEST FORK

SOUTHERN PACIFIC

BRANDT

Panther Butte

Ninemile Mtn

CURRY COUNTY

CURRY CO.
JOSEPHINE CO.

T. 32 S.

R. 8 W. JOSEPHINE COUNTY

SISKIYOU NATIONAL FOREST

R. 7 W.

KOLER

REUBEN (STATION)

Grayback 4033'

123° 40'

123° 30'

42° 40'

2 1 3 4 5 7 6

ARRANGEMENT OF SHEETS FOR DOUGLAS COUNTY

TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE THE 1941 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.

LEGEND

IN USE — NOT IN USE

- IMPROVED ROAD
- UNIMPROVED ROAD
- GRADED AND DRAINED ROAD
- SOIL SURFACED ROAD
- GRAVEL SURFACED ROAD
- BITUMINOUS SURFACED ROAD
- PAVED ROAD
- BRIDGE GENERAL
- DRAWBRIDGE
- SUSPENSION BRIDGE
- BRIDGE ARCH
- BRIDGE TRUSS (WOOD & STEEL OR GIRDER)
- FERRY (F FREE FERRY T TOLL FERRY)
- FORD
- FARM UNIT
- DWELLING (OTHER THAN FARM)
- GROUPS OF DWELLINGS CLOSELY SPACED
- STORE OR SMALL BUSINESS ESTABLISHMENT
- TOWNHALL, GRANGE OR COMMUNITY HALL
- HOTEL
- CHURCH OR OTHER RELIGIOUS INSTITUTION
- SCHOOL OR OTHER EDUCATIONAL INSTITUTION
- CORRECTIONAL INSTITUTION
- HOSPITAL
- FACTORY OR OTHER INDUSTRIAL PLANT
- CAMP OR LODGE
- SAWMILL (STATIONARY)
- RADIO STATION
- POWER PLANT
- TANKS
- MINE, QUARRY OR GRAVEL OR ANY KIND OF OPEN CUT
- FOREST SERVICE LOOKOUT OR GUARD STATION
- BOOSTER OR PUMPING STATION
- GOLF COURSE OR COUNTRY CLUB
- ATHLETIC FIELD OR AMUSEMENT PARK
- SMALL PARK (S P-STATE, C P CO., M P-MUNI.)
- FAIRGROUNDS, RACE COURSE OR SPEEDWAY
- CEMETERY
- STATE CAPITAL
- COUNTY SEAT
- OTHER CITIES WITH POST OFFICE
- UNITED STATES HIGHWAY SYSTEM

F A
F A S

123° 30'

R 8 W

R 8 W

R 7 W

T 29 S

T 29 1/2 S

T 30 S

T 31 S

COOS COUNTY

CURRY COUNTY

CURRY CO.
JOSEPHINE CO.

T 32 S.

42° 50'

SISKIYOU NATIONAL FOREST

SISKIYOU NATIONAL FOREST

CAMAS VALLEY

OLALLA

DOTHAN

BYERS

PECK

COW

BRANDT

Table Mtn

Iron Mtn

Rabbit Mtn

Dutchman Butte

Ninemile Mtn

Panther Butte
3917

Thompson Creek

Doe Creek

Boulder Creek

Battle Creek

Middle Creek

Slide Creek

Twelvemile Creek

Panther Creek

Elk Valley Creek

West Fork Elk Creek

Middle Fork Elk Creek

Stouter Pen Creek

Tube Creek

Little Union Creek

Dads Creek

Cattle Creek

Derby Creek

Smith Creek

Cedar Gulch

Poland Creek

Cow Creek

Soil Creek

Rock Creek

Morris Creek

Loaney Gloss Creek

Slide Creek

Bob Creek

Soldier Creek

Rattle Creek

Beal Creek

Slide Creek

Slide Creek

Dads Creek

Creek

Creek

S-255(3) Halsey St.-Division St. 1957
Sec. of 192nd Ave., East

RECEIVED
FEB 21 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) Feb. 18, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1890	9 Final	Rogers Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
30703	H 204490	$12,353.96	2/18/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G R Winchcomb
ACCOUNTING DIVISION

Specified completion date: 120 workdays from 4-1-57

Time Extensions: None

Completion Date: Oct. 24, 1957

Date Accepted: Dec. 5, 1957

Penalties: None

Claims: None

Remarks:

Date: Feb. 18, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 19 1958

NOTED ON CARD

RECEIVED
FEB 17 1958
FOR FILING

FORM E-20X—97,500—8-56—96688

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 13, 1958

State Highway Contract No. 4890

To: Tom Edwards
Construction
Building

SUBJECT:

Rogers Construction Company has signed and returned the final estimate voucher on Contract 4890 with the notification that they may possibly claim additional compensation on this contract.

C. H. Maison
Auditor

CHM:mr

cc: Forrest Cooper
Leonard Lindas
S. H. Probert

RECEIVED
FEB 14 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 10 1958
FOR FILING

January 9, 1958

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

This is to acknowledge your letter of January 7 to which was attached a copy of an affidavit signed by C. J. Eldon, advising that payment was made in full for his claim in the sum of $333.33 against Allen Kalkhoven, a subcontractor to Rogers Construction Company on our Contract No. 4890 for grading and paving on the Halsey Street-Division Street project in Portland.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

Jan. 7, 1958

4890
5008

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We are enclosing a copy of a waiver of claim executed by Mr. C. J. Eldon and also a copy of a letter by John H. Kelley, Attorney, for Mr. Eldon.

This letter and waiver are for your information and files.

Sincerely,

MARK O. HATFIELD
Secretary of kState

By Geo A Stephens
Clerk
Records Division

GS:m
Enc.

Please prepare usual letter send on card

RECEIVED
JAN 8 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CAM

JOHN H. KELLEY
ATTORNEY AND COUNSELOR AT LAW
[illegible]
PORTLAND, OREGON
4

January 3, 1958

Mark Hatfield,
Secretary of State
Salem, Oregon

Re: C. J. ELDON vs ROGERS CONSTRUCTION COMPANY.

Dear Sir:

I have your letter of December 19, 1957, acknowledging receipt and filing of claim of C. J. Eldon vs Allen Kalkahoven, sub-contractor under Rogers Construction Company and bond taken from Rogers Construction Company, as principal and Fidelity and Casualty of New York, as surety, for the grading and paving of Halsey Street-Division Street Section of Northeast and Southeast 122nd. Avenue, Multnomah County, Oregon., the claim being for $333.33.

I have received, on behalf of Mr. Eldon, a check of Rogers Construction Company for $333.33 in full payment of Mr. Eldon's claim.

I am enclosing herewith a waiver of claim executed by Mr. Eldon. If the enclosed waiver is not sufficient to release the bond will you please advise me.

Very truly yours,

John H. Kelley

JHK:mcc
enc.
cc:
Cake, Jaureguy, Hardy & Buttler
Attorneys at Law

SECRETARY OF STATE
RECEIVED
JAN 6 - 1958
MARK O. HATFIELD

Filed

Portland, Oregon
December 31, 1957

To Mark Hatfield, Secretary of State,
State of Oregon:

WHEREAS, the undersigned C. J. Eldon did on or about the 19th day of December, 1957, file a claim with you for the rental of one No. 12 Caterpillar Grader with scarifier on two Oregon State Highway Commission contracts, being contracts numbered 4890 and 5006, against Rogers Construction Co., general road contractors, whose address is 11760 Northeast Gilsan Street, Portland, Oregon, and the surety of Rogers Construction Co., Fidelity & Casualty of New York, which claim is based upon the rental described aforesaid to the Al Kaikhoven Co., a subcontractor of Rogers Construction Co.; and,

WHEREAS, Rogers Construction Co. upon being advised of the failure of the said Al Kaikhoven Co. to make the payment for said rental has paid the undersigned C. J. Eldon the amount due him, to-wit, $333.33;

NOW, THEREFORE, notice is hereby given to you that that certain claim above described has been fully satisfied and it is hereby requested that you as Secretary of State file this satisfaction of said claim together with the claim heretofore filed with you and now on file in your office.

C. J. Eldon

C. J. Eldon

FILED
JAN 6 - 1958
MARK O. HATFIELD
SECRETARY OF STATE

RECEIVED
JAN 10 1958
FOR FILING

4890

January 9, 1958

Fidelity & Casualty Co. of New York
160 Pine Street
San Francisco 11, California

Attention: Mr. Sheridan J. McCarthy
Bond Superintendent

Gentlemen:

We have received a copy of a waiver filed with the Secretary of State by C. J. Eidon, advising that C. J. Eidon has been paid the sum of $333.33 in full payment of his claim against Allen Kalkhoven, a subcontractor to Rogers Construction Co. on our Contract No. 4890 for grading and paving the Halsey Street-Division Street project in Portland.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

Rogers Construction Co.
11760 N. E. Glisan Street
Portland 16, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAC:fp

NOTED ON CARD

RECEIVED
JAN 6 - 1958

Jan. 3, 1958

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attention: Sheridan J. McCarthy

Gentlemen:

State Highway Contract No. 4890 for grading and paving on the Halsey St.-Division St. Section of N. E. and S. E. 122nd Avenue in Multnomah County was completed by the contractor, Rogers Construction Co., on Oct. 24, 1957, and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of $12,353.96 will be released to the contractor on or after Jan. 13, 1958. The total contract amount is $398,539.43, of which amount $5,219.00 represents force account items.

There is a claim against this contract of which you have been previously notified, filed by C. J. Eldon against Allen Kalkhoven, subcontractor under Rogers Construction Company for equipment rental in the amount of $333.33.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JAN 6 - 1958

FOR FILING

4290

Filed
Authorized

December 27, 1957

Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Attn: Mr. Sheridan J. McCarthy
Bond Superintendent

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by C. J. Alden against Allen Kalkhoven, a subcontractor under Rogers Construction Company, on our Contract No. 4890 for grading and paving the Rainey Street-Division Street Section on N. E. and S. E. 122nd Avenue in Portland. The amount of the claim is $333.33 for rental of equipment to Mr. Kalkhoven.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

Rogers Construction Co.
11760 N. E. Glisan Street
Portland 16, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

FAQ:fp

N O T I C E O F C L A I M

TO THE STATE OF OREGON, by
and through the OREGON STATE
HIGHWAY COMMISSION

NOTICE IS HEREBY GIVEN that the undersigned, C. J. ELDON, has a claim for the rental to:

Allen Kalkahoven
10707 N. E. Sacramento St.
Portland 12, Oregon,

Sub-Contractor under
Rogers Construction Company

of a Caterpillar No. 12, power grader, W/Scarifier for one and one-third weeks (1-1/3rd) from July 22, 1957 to July 30, 1957, at TWO HUNDRED FIFTY DOLLARS ($250.00) per week, or a total of THREE HUNDRED THIRTY THREE and 33/100 DOLLARS ($333.33), and which is against the bond taken from Rogers Construction Company, as principal, and Fidelity and Casualty Company of New York, as surety, for the grading and paving of Halsey Street - Division Street Section of Northeast and Southeast 122nd. Avenue, Multnomah County, Oregon.

That no part of the above amount due has been paid.

That the above mentioned contract was completed on October 24, 1957, and accepted by the Oregon State Highway Commission on December 5, 1957.

Dated this 14th day of December, 1957.

C J Eldon

C. J. ELDON

3585

FILED
DEC 19 1957
MARK O. HATFIELD
SECRETARY OF STATE

SECRETARY OF STATE
RECEIVED
DEC 19 1957
MARK O. HATFIELD

files

RECEIVED
JAN 6 - 1958
FOR FILING

4890

December 27, 1957

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens
Clerk, Records Division

Dear Sir:

This is to acknowledge your letter of December 19 to which was attached three copies of a claim filed with your office by C. J. Eldon against Allen Kalkhoven, a subcontractor under Rogers Construction Company, for equipment rental in the amount of $333.33, furnished on our Contract No. 4890, your File No. 3588.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON Cmin

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

December 19, 1957

Contract 4890

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from John H. Kelley, Attorney and Counselor at Law, Yeon Building, Portland 4, Oregon, and filed as of this date a notice of claim for the rental to Allen Kalkahoven of a Caterpillar No. 12, power grade, W/Scarifier for one and on-third weeks (1-1/3) from July 22, 1957 to July 30, 1957, at Two Hundred Fifty Dollars ($250.00) per week, or a total of Three Hundred Thirty Three and 33/100ths Dollars ($333.33), and which is against the bond taken from Rogers Construction Company, as principal and Fidelity and Casualty Company of New York, as surety, for the grading and paving of Halsey Street--Division Street Section of Northeast and Southeast 122nd. Avenue, Multnomah County, Oregon.

We are enclosing thre copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Sincerely,

MARK O. HATFIELD
Secretary of State

Geo Otte Stephens

By
Clerk, Records Division

GS:FK
Enc.

RECEIVED
DEC 24 1957
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
Grieg
BY DEPT. OF
Prepare usual letter
send on card

NOTED ON CARD

RECEIVED
DEC 10 1957
FOR FILING

1-453(2)
4890

December 9, 1957

C. J. Eldon, Contractor
P. O. Box 5686
Portland 17, Oregon

Dear Mr. Eldon:

Pursuant to your telephone request a few moments ago I enclose for your information a copy of the laws covering the Filing of Claims against State Highway Contracts. We do not have any special form for this purpose but one is suggested in the law. A claim must be filed with the Secretary of State.

Contract No. 4890 which you mentioned was awarded to Rogers Construction Company and is described as the grading and paving of the Halsey Street-Division Street Section of N. E. and S. E. 122 Avenue, Multnomah County. The bond furnished by Rogers Construction Company in this instance was written by the Fidelity and Casualty Company of New York for whom Pallett, Fisher & Carlo, Inc., U. S. National Bank Building, Portland 4, Oregon, is the local agent.

The contract was completed on October 24, 1957, and was accepted by the State Highway Commission at its meeting on December 5, 1957. Final payment, however, has not as yet been made.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

Encl.

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

I-455(2)
190

For Week Ending November 23, 1957

Section Halsey.St. - Division St.

Highway 122nd Ave. County Multnomah

Contractor Rogers Construction Company

Date of contract March 16, 1957

Date work started April 1, 1957

Project authorization $459,059.06

Exclusive of engineering $426,414.86

Engineering authorization $ 32,644.20

Engineering cost to date $ 35,900, 110 %

Kind of work Grading and Paving

Section prefix 526-1079

Contract number 4890

Specified work days 120

Work days used 119

Per cent of time elapsed 99 %

Estimated cost of completed project, exclusive of engineering $ 398,471

Estimated per cent overrun or underrun 5.4 %

Per cent of contract completed, based on total contract price 100 %

Date project was completed October 24, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT

The Semi-final estimate was submitted to the Division Office on Wednesday, November 13, 1957.

RECEIVED
NOV 14 1957
NOTED

Noted
M. N. Juve

Signed [signature] Resident Engineer

Address P.O. Box 4699, Sellwood Sta. Portland 2.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.15	2.15		2.15	2.15
Miles partially completed					
Miles completed	2.15	2.15		2.15	2.15
Total estimated quantities (contract)	84,000 cy	52,000 cy		.160 ton	21,000 ton
Total quantities corrected to date	68,442.5cy	54,211 cy		145.85ton	19,951.93
Estimated quantities moved or placed to date	68,442.5cy	54,211 cy		145.85ton	19,951.93
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 22 1957
FOR FILING

Nov. 19, 1957

CERTIFIED MAIL

The Fidelity and Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to Rogers Construction Company a portion of the funds heretofore retained by the Commission on Contract No. 4820, for grading and paving on the Halsey St.-Division St. Section of N. E. & S. E. 122nd Avenue in Multnomah County.

This payment, in the amount of $27,332.06, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $11,943.88. The present payment will be released on or after Nov. 29, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ss

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 1 1957
FOR FILING

October 31, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 24, 1957, on Contract No. 4090, N. E. Halsey St.-S. E. Division St. Section, in Multnomah County, in connection with Federal Aid Project No. S-255(3).

Very truly yours,

R. G. Williams
State Highway Engineer

By Forrest Cooper
E.

Forrest Cooper
Deputy State Highway Engineer

DRP:Clarence O. Swenson

NOTED
FORREST COOPER

RECEIVED
MAY 13 1957
FOR FILING

4890

May 8, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by the Highway Commission for the Halsey Street-Division Street Section, Project No. S-255(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WCC:bb

April 12, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as basis for project agreement for the Halsey St.-Division St. Section, Project No. S-255(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WWC:ia

Oregon State Highway Department

Federal Aid Secondary
Project No. S-255(3)

HALSEY STREET-DIVISION STREET SECTION OF N. E. AND

S. E. 122ND AVENUE (COUNTY ROAD) IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1957

Type Code 6201
Roadway (Sta. 86+98 to Sta. 197+50)(Contract No. 4890)

All Required	Clearing and Grubbing			$ 12,000.00
750 sq. yds.	Removal of Pavement		0.50	375.00
6 only	Removal of Catch Basins		15.00	90.00
1,550 lin. ft.	Removal of Curbs		0.25	387.50
1,200 sq. yds.	Removal of Walks and Driveway		0.50	600.00
120 cu. yds.	Drainage Excavation, Unclassified		3.00	360.00
84,400 cu. yds.	General Excavation, Unclassified		0.70	59,080.00
2.15 miles	Finishing Roadbed and Slopes		1,500.00	3,225.00
730 lin. ft.	8-inch Sewer Pipe		2.00	1,460.00
100 only	Concrete Catch Basins		65.00	6,500.00
90 only	Concrete Sumps		250.00	22,500.00
630 cu. yds.	Concrete Curbs		36.00	22,680.00
5,400 sq. yds.	Concrete Driveways		4.00	21,600.00
370 sq. yds.	Concrete Walks		3.50	1,295.00
45,300 cu. yds.	Coarse Crushed Material in Base		1.90	86,070.00
6,300 cu. yds.	3/4" - 0 Material in Base		2.35	14,805.00
500 cu. yds.	3/4" - 0 Material in Walks		3.60	1,800.00
250 cu. yds.	1" - 0 Material in Walks		4.00	1,000.00
1,970 M-gals.	Sprinkling		2.00	3,940.00
2.15 miles	Preparation of Base		600.00	1,290.00
1,000 cu. yds.	3/4" - 0 Material in Binder Course		3.50	3,500.00
160 tons	MC-3 Asphalt in Binder Course		41.75	6,680.00
21,000 tons	Class "B" Asphaltic Concrete		5.60	117,600.00
35 tons	RS-1 Asphalt		60.00	2,100.00
34 only	Extra for Asphaltic Concrete Approaches		25.00	850.00
9,500 lin. ft.	Asphaltic Concrete Traffic Markers		0.95	9,025.00
170 cu. yds.	Structural Excavation		3.00	510.00
40 cu. yds.	Class "A" Concrete		50.00	2,000.00
3,800 lbs.	Metal Reinforcement		0.15	570.00
140 lin. ft.	3-Foot Chain Link Fence		4.00	560.00
				$404,452.50
All Required	Flagging (57½ of Contractor's Cost)			2,500.00
		Subtotal		$406,952.50
		10% Engr. & Cont.		40,695.25
		Total		$447,647.75

Length of Roadway 2.093 Miles
Cost of Roadway Per Mile $213,878.52

Federal Funds	$277,300.00
State Funds	85,223.80
County Funds	85,223.95
	$447,647.75

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Multnomah County with the Highway Department.

FORM 850—50M—2-58—62968

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1957

SUBJECT: County FAS Projects
January 22-23 Letting
February 28-March 1 Letting

To: Mr. S. H. Probert
O F F I C E

Attention: Mr. J. W. Nash

The following county FAS projects, upon which bids were received January 22 and 23 and February 28 and March 1 are covered by agreements which require collection of full federal participation on total costs up to the sum set after each project:

County	Section	FAS	Project	Amount
Umatilla	Cayuse-Thornhollow	472	S-328(1)	$403,000
Multnomah	Halsey Street-Division Street	654	S-255(3)	712,000
Douglas	Pruner (S. Umpqua River) Bridge	244	S-302(2)	309,000
Wasco	Boyd-Dufur	310	S-117(1)	42,000
Tillamook	Short Creek-Oceanside	616	S-1(4)	170,000
Lane	Mohawk River Bridge	228	S-145(3)	250,000
Lake	Deep Creek Bridge	699	S-333(1)	71,000
Gilliam	Rock Creek & Thirtymile Creek Bridges	714 720	S-331(1) S-332(1))	59,000

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Multnomah
Project No. S-255(3)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 10th day of May, 19 57 by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 10th day of May, 19 56, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 2.093 miles of grading, draining and 4-lane high type pavement.
(Character of work)

between FA Rte. 1 and FAS 639, east of Portland
(Control points)

consisting of 2.093 miles of roadway and no (Number) bridges [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of two hundred seventy seven thousand, two hundred and 00/100 dollars ($ 277,200.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is four hundred forty seven thousand, six hundred forty seven and 75/100 dollars ($ 447,647.75).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Raymonds
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By Robert B Thompson
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By G Tolk
[redacted] Engineer, Bureau of Public Roads
District

—33205

RECEIVED
MAY 1 1957
FOR FILING
4890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1957

SUBJECT: Request for Preparation of Agreement: Halsey Street-Division Street Section FAS 654, Multnomah County

To: Mr. G. S. Paxson
State Highway Engineer
O f f i c e

Your letter of March 18, 1957 to Mr. May, subject as above, requested preparation of a form of agreement between the State Highway Commission and Multnomah County. The main purpose for this agreement was to provide that the county would perform the construction engineering in connection with the above mentioned project.

Sometime ago the County and City Relations Division informed us that there was a question as to whether the county desired to enter into the proposed agreement and for us to delay preparation thereof. More recently we have been informed that the matter can be considered closed.

This is merely to clear our and your records of the aforementioned assignment.

G. E. ROHDE, Chief
Office Section

NOTED
G. S. PAXSON

GER:bk
cc - Mr. Clarence Swenson,
County and City Relations Engineer
Mr. Leonard I. Lindas

RECEIVED
MAY 8 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 9 - 1957
FOR FILING

1255(3)

4890

April 9, 1957

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4890, which was awarded to you on March 15, 1957 by the State Highway Commission, for grading and paving on the Halsey St.-Division St. Section of the N.E. & S.E. 122nd Avenue Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm
Encl.

RECEIVED
APR 9 - 1957
FOR FILING
S-255(3)
4890

April 5, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 1, 1957, on Contract No. 4890, N. E. Halsey St.-S. E. Division St. Section, in Multnomah County, in connection with Federal Aid Project No. S-255(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DHP:bb

RECEIVED
APR 5 - 1957
FOR FILING

Outline of Points to Be Covered by Agreement between Multnomah County and Highway Commission Providing for County Engineering Personnel performing construction engineering in connection with Halsey Street-Division Street section of N.E. and S.E. 122nd Avenue County Road, FAS Route 654

1. Authority for State to enter agreement - ORS 366.775.

Following Items 2, 3, 4, and 5 to meet requirements of BPR Memo 21-6.3, 5/9/56.

2. Statement that project is on county road not under legal jurisdiction of State Highway Department.

3. Statement that County is paying part of cost of construction. (F.A.E.)

4. Statement that work can be more advantageously performed by County due to shortage of State engineering personnel and heavy state work load.

5. Statement that the County is adequately staffed and suitably equipped to perform construction engineering in a satisfactory, economic, and expeditious manner.

6. Statement that County Engineering Department or County Engineer is made an agent or representative of Highway Engineer in performing engineering work in connection with project.

7. Set up definite area or limitation of authority of county in regard to control of contractor and work performed by contractor. NOTE: In order to protect state it probably would be desirable that State retain final say in any dispute or disagreement between contractor and county engineering personnel.

8. Provide for method of reimbursing county for engineering costs and items for which county will be reimbursed. NOTE: At present time construction engineering items for which we receive federal cooperation are confined to payroll of engineering crew (includes

NOTED
G. S. PAXSON

retirement, sick leave, vacation, and any other payroll costs required by law), gasoline used in cars, small supplies such as stakes, metallic tapes, etc., and material testing. In the interest of simplicity it is suggested that the county engineering cost claims be confined to payroll charges which is the major item involved. Gasoline and small supplies should represent a very small percentage of engineering costs and material testing would probably be performed by the state. It is also suggested that the county be reimbursed monthly upon submission of an itemized statement of costs (copy of payroll if this is only item involved). Also suggested: that total county engineering costs be limited to 8-1/2% of total construction costs.

9. Statement that it is clearly understood that county costs will be subject to audit by representatives of both the Highway Department and B.P.R. NOTE: County should set up special account for this project and charge eligible engineering costs directly to this account.

JFH:mm
3/12/57

FORM E-30X—50M—11-55—90225

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1957

SUBJECT: Agreement - Multnomah County and Highway Commission, 122nd Avenue project

To: Mr. Clarence Swenson
County and City Relations Engineer
Department

The Highway Department has no objection to Multnomah County's doing the engineering work on the 122nd Avenue project on the federal-aid secondary (county road) system. This will necessitate agreement between the County Commissioners and the Highway Commission clarifying the responsibilities. The Highway Department would have the principal responsibility of seeing that the job was built in accordance with plans and specifications, as we are more or less the operating agency for the Bureau. All details would be handled by the County, which would be required to submit estimates and other data to us and through us to the Bureau.

Will you please take it from here and work out the necessary details.

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams
Mr. O. S. Paxson

RECEIVED
MAR 21 1957
FOR FILING

S-255(2)

4890

Salem, Oregon
March 18, 1957

Request for Preparation of Agreement:
Halsey Street-Division Street Section
FAS 654, Multnomah County

Mr. Robert L. May
O F F I C E

It is requested that an agreement be prepared for execution by the Highway Commission and Multnomah County covering the following points:

RECITALS:

1. The State Highway Commission has awarded Contract No. 4890 to Rogers Construction Company for constructing the Halsey Street-Division Street Section of FAS 654 (N. E. and S. E. 122nd Avenue County Road).

2. Said section of road is a county road under the jurisdiction of the Multnomah County Board of Commissioners and is being constructed as a Federal-aid secondary project with costs thereof being shared by the State, County, and Federal Government.

3. Multnomah County has requested that its county engineering department perform the construction engineering in connection with said project.

4. In the judgment of the Highway Commission the Multnomah County Engineering Department is adequately staffed and suitably equipped to perform said construction engineering in a satisfactory, economic, and expeditious manner.

5. ORS 366.775 authorizes the Highway Commission to enter into agreements with any county for construction, reconstruction, improvement, or repair of any road, highway, or street, including bridges, upon such terms and conditions as the contracting parties may mutually agree upon.

THINGS TO BE DONE BY STATE

1. State designates the Multnomah County Engineer and personnel assigned by him as agents or representatives of the State Highway Engineer in performing the construction engineering in connection with the aforementioned project.

2. After the project is completed and the B.P.R. has made final reimbursement to State of the Federal share of construction engineering costs for the project, State shall pay to County the total cost of all construction engineering costs incurred by County which were accepted by the B.P.R. for Federal participation.

FORM E30—50M—2-58—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1957

SUBJECT: Agreement, Construction Engineering:
Halsey Street-Division Street Section
FAS 654, Multnomah County

To: Mr. G. S. Paxson
O F F I C E

Attached is a suggested letter to the Legal Division requesting preparation of an agreement covering construction engineering to be performed by Multnomah County in connection with the subject named project.

Mr. Polk, B.P.R. District Engineer, has given his verbal approval to these terms insofar as the B.P.R. is concerned.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

RECEIVED
MAR 19 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 22 1957
FOR FILING
A-255(2)
4890

March 45, 1957

Rogers Const. Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on February 26, 1957, accepted your proposal for grading and paving on the Halsey St.-Division St. Section of 122nd Avenue, in Multnomah County for the sum of $404,484.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4890.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: R. G. Savage (SHAC)
Tom Edwards
S. H. Probert

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

ATTENTION: Dorothy McCormack

Mr. Blake Jackson, Editor
Construction World
71 Columbia Street
Seattle 4, Washington

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	XXX
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 15, 1957
3:50 p.m.

Rogers Const. Company
11760 N. E. Glisan Street
Portland, Oregon

Contract for grading and paving on the Halsey St.-Division St. Section of 122nd Avenue, Multnomah County, for which you submitted low bid on February 28, 1957, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
C. W. Head
Files

RECEIVED
MAR 11 1957
FOR FILING
S-255 (3)
4891

Salem, Oregon
March 7, 1957

Maint.-295
Finance-149

FAS Project Agreements
Halsey Street-Division Street Section
S-255 (3), FAS 654
Multnomah County

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Multnomah County covering the Halsey Street-Division Street section, S-255 (3), FAS 654, Multnomah County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court, Multnomah County.

Secretary

rn
Attach: 5

FORM E30—80M—11-55—80224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1957

SUBJECT: FAS Project Agreements
Halsey Street-Division Street Section
S-255(3), FAS 654
Multnomah County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of a finance agreement covering the subject named project. Two copies of the agreement have been executed by the Board of Commissioners and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies for transmittal to the B.P.R.

This project was approved by the Highway Commission on June 30, 1955.

John D. Graham
John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 6-30-55 Minute Page 27

APPROVED
G. S. Paxson
ASST. STATE HIGHWAY ENGINEER
Date Feb 26, 1957

(A)

RECEIVED
MAR 7 1957
FOR FILING

S-255(3)

4A90

March 7, 1957

Board of County Commissioners
Multnomah County
Court House
Portland, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Multnomah County one fully executed copy each of a maintenance and finance agreement between the State Highway Commission and Multnomah County covering the Halsey Street-Division Street section, S-255 (3), FAS 654, Multnomah County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

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DEC 17 1956
FOR FILING

FORM ESQ—SQM—2-55—82964
L-255 (3)
4510

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1956

SUBJECT: Halsey Street-Division Street Section
FAS 654 (122nd Avenue)
Multnomah County

To: Mr. G. S. Paxson
O F F I C E

Mr. Edwards, Construction Engineer, advised this office of an estimated total cost of $600,000 for the subject named project. As only $382,000 has been specifically set up for this project Mr. Northrop was contacted and advised of the estimate. Based on the cost of a county contract for similar work on the same road Mr. Northrop indicated he thought this estimate was too high; however, in any event he wishes to proceed with the project using funds programed for other projects as required.

In order to determine the amount of these additional funds which will be required for the 122nd Avenue project at an early date, Mr. Northrop has asked that we take bids at the January Commission meeting rather than March as presently scheduled. The field data is in the hands of Mr. Hall, Chief Design Engineer, at the present time and the plans are being prepared.

If the money limitation on the January letting will permit I would suggest we tentatively move this project up to January with the understanding that it could be held until March if plans and specifications cannot be completed in time for review by Mr. Northrop prior to advance advertising.

Mr. Northrop also brought up the matter of the division point between county and state work on 82nd Avenue and its extension to the Portland Airport. He stated that it was his understanding that the state would construct to a point north of Columbia Boulevard where the route of the Cascade Freeway would eventually be constructed in a northeasterly direction. It was his understanding that this point was approximately 1200' north of Columbia Boulevard. The Construction Division advises that the division point for county and state work is 600' north of the center-line of the U.P.R.R. tracks, which is the presently established Urban Area boundary. This is a little over 500' north of the center-line of Columbia Boulevard.

As no one in this office is familiar with previous negotiations with the county on this matter, I am forwarding this information to you. In the event the work division point is changed from that indicated by our Construction Division, a change in the Urban Area boundary should be made accordingly.

RECEIVED
DEC 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

ROUTED
G. S. P.

S-333(1) Deep Cr. Br. at Adel on the Warner Valley Co. Rd. 1957

m A-150—10M—6-57

NOTED
V. C. JONES

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
Harold C. Ayers

Contract 4891
L-332(1)

[illegible]

NOTED
John r. Hagemann

Invoice No. 53847

Date [illegible]

Your Req. No.

Billing Request No. [illegible]

Credit Distribution: [illegible]

[illegible]

NOTED
C. G. SWENSON

ACKNOWLEDGMENT OF BILLING REQUEST

NOTED
JOHN D. GRAHAM

Cash Received with Request: $.....

By .....

State Printing 4396

For.

NOTED
V. R JONES

December 20, 1957

NOTED
Harold C. Ayers

Lake County Court
Courthouse
Lakeview, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Deep Creek Bridge on FAS 699. As shown in the attached cost statement, a refund of $562.32 is due the County in connection with this project. This refund will be made by our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

For.

OREGON STATE HIGHWAY DEPARTMENT

COMPLETED 8/23/57
ITEMIZED STATEMENT OF FINAL COSTS

County Lake Contract No. 4891 Date 12/30/57

FAS 629 Section Deep Creek Bridge

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached statement tabulation. . .				$32,782.20
Construction Engineering				2,181.16
TOTAL CONSTRUCTION COSTS				$34,963.36
FEDERAL FUNDS COLLECTED FOR PROJECT.				$21,148.00

AGREED COUNTY SHARE TOTAL COSTS
(50% of difference between total costs and federal funds)

($34,963.36 - $21,148) 1/2 = $6,907.68

County Advance Deposit.....	$7,470.30
Less County Share	6,907.68
REFUND TO COUNTY..	$ 562.62

JFE:mm

...TION.

To ... CHARLES E. BEEBE ... Dr.

... Postoffice address ... BEAVERTON, OREGON

...ER Valley COUNTY ROAD ... Work done to August 23, 1957 ... Contract No. 4352

... CHARLES E. BEEBE AT ADEL ... Prefix No. S19-1023-201(41) ... Estimate No. 5

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	
Structural excavation	c.y.	15.00	207.78	3,116.70	3,116.70	-
...s "A" concrete	c.y.	80.00	244.67	19,573.60	19,520.00	
...inforcement	lb.	.15	64,523.00	9,678.45	9,750.00	
8" metal drain pipe	l.f.	6.00	20	120.00	-	
...l Cement adj.favor of state	bbl.	6.15	15.9	-97.79	-	
...2 ...rchase unused 8" metal drain pipe	all	71.24	100%	71.24	-	

[illegible] reinforcement	lb.	.15	64,523.00	9,678.45	[illegible]
[illegible] 8" metal drain pipe	l.f.	6.00	20	120.00	-
[illegible]1 Cement adj.favor of state	bbl.	6.15	15.9	-97.79	-
[illegible]2 Purchase unused 8" metal drain pipe	all	71.24	100%	71.24	-

Totals	32,782.20	32,385.70	[illegible]
% Retained	-	2,490.75	[illegible]
Total Payments	32,782.20	29,895.35	[illegible]

Audited and approved by .....

Period covered 8/5-8/23/57

Items Cont.#891 - Est.5 Final

Computed M. C. Norgan & Krasch ..... Checked by .....

Engineer Ray W. Morton .....

Previous Voucher No. 19507

To be paid contractors, this estimate, $2 [illegible]

State Printing

RECEIVED
OCT 29 1957
FOR FILING

Oct. 28, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4891 for Deep Creek Bridge at Adel, on the Warner Valley County Road in Lake County, was completed by the contractor, George E. Barry, on August 23, 1957, and was formally accepted by the Highway Commission on September 12, 1957.

Final payment in the amount of $2,886.25 will be released to the contractor on or after November 7, 1957. The total contract amount is $32,782.20, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAY 13 1957
FOR FILING

S-333(1)
4191

May 8, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by the Highway Commission for the Deep Creek Bridge, Project No. S-333(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:bb

April 12, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as basis for project agreement for the Deep Creek Bridge, Project No. S-333(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FNC:ia

Oregon State Highway Department

Federal Aid Secondary
Project No. S-333(1)

DEEP CREEK BRIDGE ON THE ADEL-

FORT RIDDELL ROAD IN LAKE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1937

Type Code 1021
Deep Creek Bridge (Sta. 5+95 to Sta. 7+25)(Contract No. 4892)

200 cu. yds.	Structural Excavation	$15.00	$ 3,000.00
252 cu. yds.	Class "A" Concrete	80.00	20,160.00
65,000 lbs.	Metal Reinforcement	0.15	9,750.00
50 lin. ft.	8-inch Metal Drain Pipe	6.00	300.00
		Subtotal	$ 33,210.00
		10% Engr. & Cont.	3,321.00
		Total	$ 36,531.00

Length of Structure 0.025 Mile

Federal Funds.....	$ 22,600.00
State Funds.....	6,965.50
County Funds.....	6,965.50
	$ 36,531.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Lake County with the Highway Department.

FORM E-20X—37,500—2-58—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1957

SUBJECT: County Bid Projects
January 28-29 Letting
February 25-March 1 Letting

To: Mr. A. H. Cooper
[F H A]

Attention: Mr. J. L. Peck

The following County F.A. projects, upon which bids were received January 28 and 29 and February 25 and March 1 are covered by agreements which require collection of full federal participation on total costs up to the sum set after each project:

County	Location	Proj. No.	Fr. Sect.	Amount
Umatilla	Cabbage-Thorah Flow	472	8-328(1)	$ 43,000
Multnomah	Hawley Street Viaduct	814	2-262(3)	712,000
Douglas	Fruner (S. Umpqua River) Bridge	244	3-32(2)	300,000
Wasco	Boyd Dufur	318	3-117(1)	42,000
Tillamook	Short Creek-Riverside	630	7-(4)	17,000
Lane	Mohawk River Bridge	228	3-145(3)	85,000
Lake	Deep Creek Bridge	644	3-53(1)	71,000
Gilliam	Rock Creek & Thirtymile Creek Bridges	718	8-33 (1)	
		720	8-332(1)	59,000

John F. Hagemann

John F. Hagemann
Asst. County-City Relations Engineer

JFH:cm

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Lake
Project No. S-333(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 10th day of May, 19 57, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 7th day of February, 19 57, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.025 miles of bridge construction (Character of work)

between FAS 406 in Adel and a county road junction southwest of Adel, (Control points)

consisting of 0.000 miles of roadway and one (Number) bridge totaling 0.025 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of twenty two thousand, six hundred and 00/100 dollars ($ 22,600.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is thirty six thousand, five hundred thirty one and 00/100 dollars ($ 36,531.00).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By Robert W. Turnbull
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By C H Rock
District Engineer, Bureau of Public Roads

Thos. H. Cogswell

—33205

Form A-150L—1M—12-56

NOTED
JONES

NOTED
Harold C. Ayers

INVOICE

OREGON STATE HIGHWAY DEPARTMENT

SALEM, OREGON

Lake County
Lakeview, Oregon

Attn: C. G. Swenson, County Judge

NOTED
Jean F. Hagstrom

Invoice No. 50304

F 1 S 699

Date April 25, 1957

Your Req. No.

Billing Request No. CB 222

Credit distribution: see below

Make survey for vicinity map for bridge, reestablished existing alignment, and approximately one mile of road relocation at Gap Rock, approximately 0.5 miles south of Adel, Warner Valley County Road, Lake County, as per order to Center Service No. T-31 January 19, 1956.

Work performed by State Highway Engineering crew from Klamath Falls, Oregon during January, February, and March 1956 under supervision of Jos. C. Trelo, Resident Engineer, Klamath Falls, Oregon.

Advance Deposit		$800.00
Total Labor	704.49	
Industrial Accident Insurance	1.55	
Vacation and Sick Leave @ 6.5%	45.79	
Expense Accounts	326.19	
Equipment	41.00	
Gas, Oil, and Tire Repair	57.11	
Overhead and Supervision	119.91	
State Retirement (4.0% on $704.49 Labor)	28.18	
Social Security (2.0% on $704.49 Labor)	14.09	1,321.31
Balance Due		$521.31

7909-538	1199.13
5006-900	119.91
5971-831	28.18
5972-810	14.09

RECEIVED
APR 29 1957
ENGINEER
[illegible]

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

NOTED
C. G. SWENSON

RECEIVED
APR 2 - 1957
FOR FILING
(6-2-57)
A71

April 2, 1957

Mr. George E. Berry
2640 S. W. Cedar Hills Blvd.
Beaverton, Oregon

Dear Sir:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4870, for constructing guard rail on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County.

Contract No. 4891, for constructing Deep Creek Bridge at Adel on the Warner Valley County Road in Lake County.

We are also sending copies of these contracts to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

Form A-180—1055—7-56

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
John F. Hagemann

Lake County
Lakeview, Oregon

Attn: County Court

Invoice No. 49883

Date March 19, 1957

Your Req. No.

Billing Request No. cc 309

Credit distribution: 519-1023-297

Advance Deposit	7,470.00
Deep Creek Bridge, FAS 699, covered by agreement dated March, 1957.	
Partial transfer county's share total cost.	6,470.00
To be Retained	$1,000.00

RECEIVED
MAR 20 1957

NOTED
C. G. SWANSON

NOTED
JOHN D. GRAHAM

State Printing 90055

March 18, 1957

Hon. C. H. Langslet
Lake County Judge
Lakeview, Oregon

Dear Sir:

This is to acknowledge receipt of an advance deposit of $7,470 and a letter certifying that all right-of-way has been obtained in connection with the Deep Creek Bridge on FAS 699. Contract No. 4891 has been awarded to George E. Berry, and a copy will be forwarded as soon as available.

I am returning my original letter requesting the deposit and the document which was attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Encl.

NOTED
Harold C. Ayers

Salem, Oregon
March 18, 1957

Deep Creek Bridge
FAS 699, Lake County

Mr. P. M. Stephenson
O F F I C E

NOTED
John F. Hagemann

We have received this date Lake County's advance deposit of $7,470 in connection with the subject named project. The county has also advised that all right-of-way has been obtained. This project is now clear for awarding of a contract.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: G. S. Paxson
S. H. Probert

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

C. H. LANGSLET
COUNTY JUDGE
C. W. COLE
COMMISSIONER
E. M. CARLON
COMMISSIONER
ZANE GRAY
CLERK
THOMAS S. ELLIOTT
SHERIFF

LAKE COUNTY
STATE OF OREGON
LAKEVIEW, OREGON

H. M. LANGSLET
ASSESSOR
HARVEY S. SANDERS
TREASURER
ANNE SPRAGUE
SCHOOL SUPT.
EVERETT OSTERMAN
CORONER

March 15, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. John F. Hagemann, Asst. Engr.

Dear Sir:

Enclosed please find a County Warrant, No. R3047, in payment for the Adel Bridge. (Please note that Adel is spelled with one L.)

I have obtained the deeds to both parcels of property needed for the right of way and both deeds have been recorded. I hope that we now have completed all details for this job.

With kind personal regards, I remain

Yours very truly,

Warrant R3047 for $7470.00
to acctg Div. 3-18
7 Duey

C. H. Langslet
C. H. Langslet
County Judge

CHL/mel

RECEIVED
MAR 18 1957
OREGON
STATE HIGHWAY COMMISSION

File FAS 699 Lake

OREGON STATE HIGHWAY DEPARTMENT

STATEMENT OF INFORMATION AND AUTHORIZATION TO PURCHASE

10M 5-54 FORM E-353

FILE NO.

DATE

☒ PURCHASE ☐ LEASE ☐ EASEMENT ☐ R. R. ENCROACHMENT ☐ SALE OTHER: Harold C. Ayers

☒ R/W ☐ STOCK PILE ☐ MAINTENANCE ☐ QUARRY/ GRAVEL PIT ☐ PARK OTHER:

APPROXIMATE LIMITS STA. TO STA. OR NEAR M.P.

HIGHWAY: Warner Valley County Road	PRESENT OWNER: James G. and Marie M. Dyke
UNIT:	ADDRESS:
SECTION:	COUNTY: Lake / SECTION: 21 / TWP.: 39 S / RANGE: 24 E
RECOMMENDED FOR APPROVAL: DIVISION ENGINEER	SUBMITTED BY: ENGINEER
CONSTRUCT. ENGINEER	DATE APPROVED / BY: R/W ENGINEER

PHOTOSTATS SHOULD BE OBTAINED OF ALL PERTINENT DEEDS. WHERE PHOTOSTATS ARE NOT AVAILABLE, COPIES SHOULD BE OBTAINED FROM THE COUNTY CLERK, TITLE CO., OR OTHER SOURCE. COPYING FROM THE RECORDS BY THE ENGINEER IS NOT RECOMMENDED; HOWEVER, IF NO OTHER SOURCE IS POSSIBLY AVAILABLE, THE ENGINEER MAY FILL IN THE INFORMATION AT THE BOTTOM OF THIS FORM.

COPIES OF ALL DEEDS NECESSARY TO FULLY ESTABLISH THE DESCRIPTION OF THE PROPERTY SHOULD BE SUBMITTED. FOR INSTANCE, COPIES SHOULD BE ATTACHED OF DEEDS WHICH ARE REFERRED TO IN THE DESCRIPTION OF THE MAIN DEED. IF DEEDS CONTAIN OMISSIONS OR ERRORS, PERHAPS COPIES OF DEEDS FARTHER BACK IN THE CHAIN OF TITLE WILL BE NEEDED TO SATISFACTORILY SET OUT THE PROPERTY INVOLVED. IF POSSIBLE, DESCRIPTIONS SHOULD BE OBTAINED OF ALL EXCEPTIONS NOTED BUT NOT DESCRIBED IN THE DEED.

PHOTOSTATS OR CERTIFIED COPIES SHOULD BE SUBMITTED OF ALL PLATS OF SUBDIVIDED PROPERTY AFFECTED BY ACQUISITION. STANDARD TRACINGS, 11" X 17", SHOULD BE SUBMITTED WITH ALL QUARRIES, STOCKPILE SITES, ETC.

DEED INFORMATION

(IF PHOTOSTATS NOT AVAILABLE)

TYPE OF DEED ☒ WARRANTY ☐ BARGAIN AND SALE ☐ QUIT-CLAIM OTHER:

TO (NAME): James G. and Marie M. Dyke	FROM (NAME):
DEED DATED: 9-16-49; 9-19-49; 5-12-50	DATE DEED RECORDED: 9-17-49; 9-19-49; 6-14-50

DESCRIPTION IN RECORD

~~106~~ 106 108	~~494~~ 499 282

Bk 108 Page 282
Section 20--S½ of NE¼, N½ of SE¼.
Section 21--SW¼ of NW¼, W½ of SE¼ of NW¼.
excepting therefrom a certain tract of land sold by Wm. B. Rouston and Elizabeth Rouston, his wife, which deed os recprded is Vol. 8 page 409 Records of Deeds at Lake County, Oregon. (This exception is covered by the deed recorded in Vol. 106 p. 494 Lake County, Oregon.)

Bk. 106 page 494
Beginning at a point 21 rods east of the Northeast corner of the Southwest quarter of the Northwest quarter of section 21, Twp. 39 S, Range 24 E; W.M. thence East 19 rods, thence due South 25 rods, thence West 20 rods, thence in a Northerly direction to the point of beginning
Also beginning 40 rods East of the Northeast corner of the Southwest quarter of the Northwest quarter of section 21, Twp. 39 S, Range 24 E; W.M. thence East 60 feet, thence South 156 feet, thence West 60 feet, thence running North to the Point of beginning.

Bk. 106 page 499
Section 20--Lot 1
Section 21--N½ of NW¼. Twp. 39 S. Range 24 E. W. M.

(TURN BOTTOM OF SHEET UP AND CONTINUE ON OTHER SIDE)

E-151—10M—8-54

OREGON STATE HIGHWAY DEPARTMENT

Center Line Description of Property

Purchase (X) Lease ( ) Easement ( ) R. R. Encroachment ( ) Sale ( ) ..... (Other)

USE: R/W (X) St. Pile (State Purpose .....) ( ) Quarry/Gr. Pit ( ) Park ( ) Maint. ( ) ..... (Other)

Description prepared by WRM, 3-8-57, 19...; Checked by BEB, 3-8-57, 19...

Owner James G. and Marie M. Dyke

~~Section~~, Warner Valley County Road ~~Highway~~

A parcel of land lying in the $W\frac{1}{2}$ of the $SE\frac{1}{4}$ of the $NW\frac{1}{4}$

of Section 21, Township 39 S, Range 24 E, W. M.,

Lake County, Oregon, and being a portion of that property described in that deed

to James G. and Marie M. Dyke, recorded in Book 108, Page 282,

of Lake County Records of Deeds; the said parcel being that portion of said

property included in a strip of land of variable ~~feet~~ width, lying ~~feet~~

on each side of the center line of the Warner Valley County Road

~~Highway~~ as said road ~~Highway~~ has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 3+00, said Station being 1857 feet South and 1894 feet East of the Northwest Corner of said Section 21; thence on a spiral curve left (the long chord of which bears S 5° 59' 15" W) 200 feet; thence along a 477.46 foot radius curve left (the long chord of which bears S 23° 00' 45" E) 350 feet: thence on a spiral curve left (the long chord of which bears S 52° 00' 45" E) 200 feet; thence S 56° 00' 45" E, 350 feet to Station 13+00. Said strip of land having its northerly limits at right angles to Station 3+00 and the southerly limits at the East line of said property, said centerline crossing the east line of said property approximately at Station 8+10.

adel Bridge

Deed filed for record March 13th -57

(For further description turn bottom of sheet up and continue on back. Double space all notes.)

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
3+00		5+00	50	20
5+00		East line of property	50	40

..., 3-8-57, 19...; Checked by ...B.B..., ...3-8-57..., 19...

Owner ...James G. and Marie M. Dyke...

...Section, Warner Valley County Road Highway

A parcel of land lying in the ...W½ of the SE¼ of the NW¼...

... of Section ...21..., Township ...39 S..., Range ...24 E..., W. M.,

...Lake... County, Oregon, and being a portion of that property described in that deed

to ...James G. and Marie M. Dyke..., recorded in Book ...108..., Page ...282...,

of ...Lake... County Records of Deeds; the said parcel being that portion of said ...

...property... included in a strip of land ...of variable... feet in width, ...lying... feet

on each side of the center line of the ...Warner Valley County Road...

Highway as said road has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station ...3+00..., said Station being ...1857... feet

South ... and ...1894... feet ...East... of the ...Northwest Corner...

of said Section ...21...; thence on a spiral curve left

(the long chord of which bears S 5° 59' 15" W) 200 feet; thence along a 477.46

foot radius curve left (the long chord of which bears S 23° 00' 45" E) 350 feet;

thence on a spiral curve left (the long chord of which bears S 52° 00' 45" E)

200 feet; thence S 56° 00' 45" E, 350 feet to Station 13+00. Said strip of land

having its northerly limits at right angles to Station 3+00 and the southerly

limits at the East line of said property, said centerline crossing the east line

of said property approximately at Station 8+10.

...

...adel Bridge...

...Deed filed for record March 13th - 57...

(For further description turn bottom of sheet up and continue on back. Double space all notes.)

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
3+00		5+00	50	20
5+00		East line of property	50	40

Bearings used herein are based upon the Oregon Co-ordinate System, ... Zone.

The parcel of land to which this description applies contains ...0.99... acres, of which

...0.39... acres lie within the existing right of way, title to which hereby is acknowledged to

be in the public, and ...0.60... acres lie outside of the existing right of way.

State Printing 78190

OREGON STATE HIGHWAY DEPARTMENT

STATEMENT OF INFORMATION AND AUTHORIZATION TO PURCHASE

FORM F-353

10M 5-54

FILE NO.

DATE

☒ PURCHASE ☐ LEASE ☐ EASEMENT ☐ R. R. ENCROACHMENT ☐ SALE OTHER:

☒ R/W ☐ STOCK PILE ☐ MAINTENANCE ☐ QUARRY/ GRAVEL PIT ☐ PARK OTHER:

APPROXIMATE LIMITS STA. TO STA. OR NEAR M.P.

HIGHWAY: Warner Valley County Road

UNIT:

SECTION:

PRESENT OWNER: Warner Valley Stock Co.

ADDRESS:

COUNTY	SECTION	TWP.	RANGE
Lake	21	39 S	24 E

RECOMMENDED FOR APPROVAL

DIVISION ENGINEER

CONSTRUCT. ENGINEER

SUBMITTED BY

ENGINEER

DATE APPROVED

BY

R/W ENGINEER

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DEED INFORMATION

(IF PHOTOSTATS NOT AVAILABLE)

TYPE OF DEED ☐ WARRANTY ☐ BARGAIN AND SALE ☐ QUIT-CLAIM OTHER:

TO (NAME): Warner Valley Stock Co.

FROM (NAME):

DEED DATED: 1-15-1892; 10-2-1928; 12-27-1919

DATE DEED RECORDED: 2-4-1892; 10-6-1928; 1-3-1920

BOOK	PAGE
~~70~~ 59	~~399~~ 126
9	87

DESCRIPTION IN RECORD

Book 9 page 87
All of Section 28 except the $NW\frac{1}{4}$ of $NW\frac{1}{4}$. Twp. 39 S Range 24 E

Book 59 page 126
The South $\frac{1}{2}$ of section 21 and the $NW\frac{1}{4}$ of the $NW\frac{1}{4}$ of section 28, Twp. 39 S, Range 24 E.

Book 70 page 399
All of the East one half of the $SE\frac{1}{4}$ of the $NW\frac{1}{4}$ of section 21, Twp. 39 S, Range 24 E, except that covered by deeds recorded in Bk 106 pages 486, 494; Bk 109 page 437 and Bk 117 pages 415, 417, of the records of Lake County, Oregon.

(TURN BOTTOM OF SHEET UP AND CONTINUE ON OTHER SIDE)

Form E-151—10M—8-54

OREGON STATE HIGHWAY DEPARTMENT

Center Line Description of Property

Purchase (X) Lease ( ) Easement ( ) R. R. Encroachment ( ) Sale ( ) ..... (Other)

USE: R/W (X) St. Pile (State Purpose .....) Quarry/Gr. Pit ( ) Park ( ) Maint. ( ) ..... (Other)

Description prepared by WRM, 3-8, 1957; Checked by BEB, 3-8, 1957

Owner Warner Valley Stock Co.

~~Section~~, Warner Valley County Road ~~Highway~~

A parcel of land lying in the E½ of the SE¼ of the NW¼ of Section 21, Township 39 S, Range 24 E, W. M., Lake County, Oregon, and being a portion of that property described in that deed to Warner Valley Stock Co., recorded in Book 70, Page 399, of Lake County Records of Deeds; the said parcel being that portion of said Property included in a strip of land 145 feet in width, variable feet on each side of the center line of the Warner Valley County Road ~~Highway~~ as said road ~~Highway~~ has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 3+00, said Station being 1857 feet South and 1894 feet East of the Northwest corner of said Section 21; thence on a spiral curve left (the long chord of which bears S 5° 59' 15" W) 200 feet; thence along a 477.46 foot radius curve left (the long chord of which bears S 23° 00' 45" E) 350 feet; thence on a spiral curve left (the long chord of which bears S 52° 00' 45" E) 200 feet; thence S 56° 00' 45" E, 350 feet to Station 13+00. Said easterly and southwesterly right of way lines crossing the West and South lines of said property approximately opposite centerline Stations 7+60 and 11+70 respectively.

Deed filed for Record Mar. 15-57

(For further description turn bottom of sheet up and continue on back. Double space all notes.)

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Easterly Side of Center Line	Width on Southwesterly Side of Center Line
West line of property		11+70 ~~XXXXXX~~	50	95

A parcel of land lying in the ..... of Section 21, Township 39 S, Range 24 E, W. M., Lake County, Oregon, and being a portion of that property described in that deed to Warner Valley Stock Co., recorded in Book 70, Page 399, of Lake County Records of Deeds; the said parcel being that portion of said Property included in a strip of land 145 feet in width, variable feet on each side of the center line of the Warner Valley County Road ~~Highway~~ road as said ~~Highway~~ road has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 3+00, said Station being 1857 feet South and 1894 feet East of the Northwest corner of said Section 21; thence on a spiral curve left (the long chord of which bears S 5° 59' 15" W) 200 feet; thence along a 477.46 foot radius curve left (the long chord of which bears S 23° 00' 45" E) 350 feet; thence on a spiral curve left (the long chord of which bears S 52° 00' 45" E) 200 feet; thence S 56° 00' 45" E, 350 feet to Station 13+00. Said easterly and southwesterly right of way lines crossing the West and South lines of said property approximately opposite centerline Stations 7+60 and 11+70 respectively.

Deed filed for Record mar. 15-57

(For further description turn bottom of sheet up and continue on back. Double space all notes.)

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Easterly Side of Center Line	Width on Southwesterly Side of Center Line
West line of property		11+70 ~~XXXXXX~~	50	95

Bearings used herein are based upon the Oregon Co-ordinate System, ... Zone.

The parcel of land to which this description applies contains 1.03 acres, of which 0.39 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.64 acres lie outside of the existing right of way.

State Printing 78190

ACG BND 5 XX 67 3-11-57 950 AM

NOTED
V. R. JONES

HAGEMAN CO AND CITY RELA

R/ W DESCRIPTIONS FOR ADEL SECTION MAILED TO COUNTY JUDGE AT LAKEVIEW ON SATURDAY 30-9 XXXX 3-9-57

BOB CLARK

END/ BRD ACG

NOTED
J. F. HAGEMANN

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

MOOOOMOOOKM

BND ACG 13 3-6- 1020 AM

DEAN SWIFT

JUDGE LANGSLETT, LAKE CO., CALLED RE DESCRIPTIONS FOR DEEP CR. BR. R/W. E. PEASE ADVISES YOU WERE INQUIRING ABOUT SAME ON MONDAY, 3-4, AND WOULD WORK UP DESCRIPTIONS FOR COUNTY FROM SURVEY DATA IN HANDS OF MR. WHITE, LAKE CO. PLS EXPEDITE PREPARATION OF THESE DESCRIPTIONS SXXX AS AWARD OF CONTRACT IS BEING HELD UNTIL R/W ACQUIRED.

JOHN F. HAGEMANN
CO. AND CITY RELATIONS DIV.

END/EB

BND

NOTED
C. G. SWENSON

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

NOTED
V. R. JONES

No. 699
Lake Co

March 1, 1957

Lake County Court
Courthouse
Lakeview, Oregon

Gentlemen:

On February 28 a satisfactory bid was received from George E. Berry of Beaverton for constructing the Deep Creek Bridge on FAS 699. As per the agreement between county and state, the following advance deposit is required of the county:

Bid Items	$ 33,210.00
12-1/2% engineering & contingencies	4,151.25
Estimated Total Cost.....	$ 37,361.25

Advance Deposit of 20% = $ 7,470

Please make this deposit by means of a check or warrant in the amount of $7,470 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit and a letter certifying that all right-of-way required for this project has been obtained, a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

Received 3/18/57
C.N. 4891
519-1023

RECEIVED
MAR 22 1957
FOR FILING

L 2-2-01

4891

March 18, 1957

Mr. George F. Berry
2640 S. W. Cedar Hills Blvd.
Beaverton, Oregon

Dear Mr. Berry:

The State Highway Commission on February 26, 1957, accepted your proposal for the Deep Creek Bridge at Adel, on the Warner Valley County Road in Lake County for the sum of $33,210.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4891.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

sam

cc: Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Att. Dorothy McCormack

R. G. Savage (SIAC)
Tom Edwards
S. H. Probert
P. M. Stephenson

NOTED
J. Mc C.

Mr. Blake Jackson, Editor, Construction World
71 Columbia St., Seattle 4, Wash.

Mr. Lowell Richards, c/o Daily Journal of Commerce
83 Columbia St., Seattle 4, Wash.

RECEIVED
MAR 7 1957
FOR FILING

S. 3330(1)

11601

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM
DAY LETTER
NIGHT LETTER

$ S E

WESTERN UNION TELEGRAM

1206 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired, otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHORE SHIP

NO. WDS.-CL. OF SVC	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 18, 1957
10:30 A. M.

Mr. George E. Berry
2640 S. W. Cedar Hills Blvd.
Beaverton, Oregon

Contract for Deep Creek Bridge at Adel, Lake County, for which you submitted low bid on February 28, 1957, awarded you today. Contract forms follow shortly.

H. B. Glaiser, Secretary
OREGON STATE HIGHWAY COMM.

CC: Confirmation
Accounting (5003-900)
C. W. Head
Files

RECEIVED
MAR 7 1957
FOR FILING
S. 333(1)
4891

March 6, 1957

County Court of Lake County
Court House
Lakeview, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Lake County one fully executed copy each of a maintenance and finance agreement between the State Highway Commission and Lake County covering the Deep Creek Bridge Sect on, S-333(1), FAS 699, Lake County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 2

RECEIVED
MAR 11 1957
FOR FILING

Salem, Oregon
March 6, 1957

3 7 3 7
Maint. - 296
Finance - 147

FAS Project Agreements
Deep Creek Bridge
S-333(1), FAS 699
Lake County

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

Attached hereto are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Lake County covering the Deep Creek Bridge section, S-333(1), FAS 699, Lake County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy each has been sent to Lake County Court.

Secretary

rm
Attach: 5

FORM E30—50M—11-55—80224

AGENDA
FEB 28 1957

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1957

SUBJECT: FAS Project Agreements
Deep Creek Bridge
S-333(1), FAS 699
Lake County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of a finance agreement covering the subject named project. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies for transmittal to the B.P.R.

This project was approved by the Highway Commission on 11/8/56.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-8-56 Minute Page 47
H. W. Keaney
Secretary

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date 2-26-57

2 (A)'s
COPIES TO BE SIGNED

2 copies

A

February 15, 1957

Lake County Court
Courthouse
Lakeview, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and two sets of plans and specifications in connection with the Deep Creek Bridge on FAS 699 upon which bids will be received February 28.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is $38,600; however, the low bid received plus 12-1 2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The sets of plans and specifications are for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than February 21.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
C. G. SWENSON

By: John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Encl.

MEMO TO J. W. NASH
1/31/57

FAS 699, LAKE COUNTY
DEEP CREEK BRIDGE

This bridge is located approximately 0.2 mile south of the junction of FAS 699 with FAS 406 at Adel.

Construct a reinforced concrete bridge 130' in length having a horizontal clearance of 26'. The FAS project will be for the structure only with Lake County constructing road approaches as required without federal cooperation. These road approaches will be to a 26' wide crushed rock or gravel wearing surface meeting approved standards. The bridge and road approaches will be constructed on a revised grade and alignment adjacent to the existing bridge site.

Project Length: 130'

Funds:		
	Federal	$24,000
	State	8,000
	County	8,000
	Total	$40,000

The existing structure is a 110' long steel pony truss having a horizontal clearance of 15'. The existing road adjacent to the project has a 16' wide gravel wearing surface on a 20' to 22' wide roadway. The grade and alignment are satisfactory.

Existing Structures: Described above. To be replaced.

Existing Railroad Crossing: None

No revision nor addition to the FAS System are involved.

FAS 699 serves as an outlet to rich lake bed farming lands and to a large cattle raising area south and southwest of Adel. It is a school bus and mail route.

NOTED
C. G. SWENSON

NOTED

JFH:mm

FAS 677 County Lake Contract No. _____

Section _____

Location _____

FORM E-120 25M REVISED 6-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. Mc IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 20, 1956

NOTED

County Court of Lake County
Courthouse
Lakeview, Oregon

Gentlemen:

The State Highway Commission at its meeting on November 8, 1956, approved your request for designation as an Federal Aid Secondary (County Road) Highway that road which extends from FAS406 at Adel southerly to a county road junction approximately 2 2/10 miles south of Adel. This is to be known as FAS699.

The Commission also at such meeting programmed an amount of $37,000 of 1957-1958 FAS funds to finance construction of the Deep Creek Bridge on such road.

Respectfully yours,

H B Swenson

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/dp

cc: County-City Relations Manager

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
NOV 21 1956

November 20, 1956

NOTED
Harold C. Ayers

Lake County Court
Courthouse
Lakeview, Oregon

Gentlemen:

On November 8th the Highway Commission approved the FAS project as described in the attached tabulation which was approved by the County. Approval by the Bureau of Public Roads must now be obtained prior to contracting. Request for this approval will be handled by this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

LAKE COUNTY
PROPOSED PROJECT

FAS 699 - Deep Creek Bridge, $37,000. This bridge over Deep Creek is located immediately south of the junction of FAS 699 with FAS 406 at Adel.

The proposed project is to construct a reinforced concrete bridge 130 feet in length with a horizontal clearance of 26 feet. The FAS project will be for the structure only. Lake County will construct road approaches as required and remove the existing bridge. This bridge is on a new location from that of the existing structure. The revised location and bridge design have already been completed.

The $37,000 programed represents the estimated cost furnished by the bridge division.

10/17/56
(56-f)

File

NOTED
J. W. CATTRALL

LAKE COUNTY
PROPOSED PROJECT

8-4-56

FAS 699 - Deep Creek Bridge

This bridge is over Deep Creek immediately south of Adel.

The proposed project is to construct a reinforced concrete bridge 130' in length with a horizontal clearance of 26'. The FAS project will be for the structure only. Lake County will construct road approaches as required. This bridge will be on a revised location from that of the existing bridge, the location survey having already been made.

Alternate A - ~~Existing bridge to be removed and stockpiled for the county at the bridge site by state's contractor as part of FAS project.~~ Estimated total cost for project: $42,000.

Alternate B - County to remove existing bridge with county forces. Estimated total cost for project: $37,000.

NOTE: Please cross out alternate that does not apply.

oct 5th 56
Lake
E.H. Langolet
C. W. Ogle

RECEIVED
OCT 3 - 1956
ENGINEER
COUNTY ROADS

RECEIVED
OCT 3 1956
OREGON
STATE HIGHWAY COMMISSION

JFH:mm
8/4/56

PRELIMINARY ESTIMATE

DEEP CREEK AT ADEL
WARNER VALLEY COUNTY ROAD
LAKE COUNTY

County Project
130' RCDG Bridge
Bridge No. 1384-A

Alternate "A"	Amount
170 Cu. Yds. Structural Excavation @ 15.00	$2550.00
160 Lin. Ft. Furnish Steel Pile Shells @ 7.00	1120.00
8 Only Drive Steel Pile Shells @ 125.00	1000.00
230 Cu. Yds. Class "A" Concrete @ 80.00	18,400.00
60,000 Lbs. Metal Reinforcement @ 0.15	9000.00
50 Lin. Ft. 8-inch Metal Drain Pipe @ 4.00	200.00
All Remove Old Bridge	5,000.00
Subtotal	$37,270.00
Alternate "B"	
If the county removes the old bridge, Subtotal	$32,270.00
Engr. and Cont. 12½%	
Alternate "A"	4658.75
Alternate "B"	4033.75
Total Alternate "A"	41,928.75
Alternate "B"	36,303.75

NOTED
V R JONES

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

October 4, 1956

NOTED
J. F. HAGEMANN

Lake County Court
Courthouse
Lakeview, Oregon

FAS 699

Gentlemen:

Attached are two copies of a tabulation detailing the Deep Creek Bridge project as requested by Judge Langslet for construction with FAS funds available to Lake County.

Two alternates are shown regarding removal of the existing bridge. Alternate A provides for inclusion of this bridge removal in the FAS project at an estimated total project cost of $42,000. Alternate B provides for removal of the existing bridge by the county with an estimated total cost for the FAS project (bridge only) of $37,000.

If the project details as contained in the attached tabulation are satisfactory, please indicate approval by signing in the space provided and returning one signed copy to this office. Prior to signing the Court should indicate which of the two alternatives regarding removal of the existing bridge is preferred by crossing out the one which is not desired.

If you have any questions on this matter please contact this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

LAKE COUNTY
PROPOSED PROJECT

FAS 699 - Deep Creek Bridge

This bridge is over Deep Creek immediately south of Adel.

The proposed project is to construct a reinforced concrete bridge 130' in length with a horizontal clearance of 26'. The FAS project will be for the structure only. Lake County will construct road approaches as required. This bridge will be on a revised location from that of the existing bridge, the location survey having already been made.

Alternate A - Existing bridge to be removed and stockpiled for the county at the bridge site by state's contractor as part of FAS project. Estimated total cost for project: $42,000.

Alternate B - County to remove existing bridge with county forces. Estimated total cost for project: $37,000.

NOTE: Please cross out alternate that does not apply.

Lake

JFH:mm
8/4/56

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

September 25, 1956

Honorable C. H. Langslet
Lake County Judge
Lakeview, Oregon

(Proposed FAS 699)

ST 112

NOTED
J. F. HAGEMANN

Dear Sir:

Prior to constructing the Adel Bridge as an FAS project the section of road involved must first be placed on the FAS System.

Enclosed are two copies of a map upon which the road from Adel to a road junction approximately 2.2 miles south of Adel is shown colored in red as proposed FAS Route 699. If this addition is satisfactory please have the Court sign in the space provided and return one signed copy to this office. We will then take the necessary steps to obtain approval of the Highway Commission and Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

See ST # 112.
approved BPR 12/31/57

[illegible] JUDGE
[illegible]. OGLE
COMMISSIONER
E. M. CARLON
COMMISSIONER
ZANE GRAY
CLERK
THOMAS S. ELLIOTT
SHERIFF

LAKE COUNTY
STATE OF OREGON
LAKEVIEW, OREGON

H. M. LANGSLET
ASSESSOR
HARVEY R. SANDERS
TREASURER
ANNE SPRAGUE
SCHOOL SUPT.
EVERETT OSTERMAN
CORONER

September 20, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon.

Attention: John W. Cattrall
Engineer, County & City
Relations.

Dear Sir:

From information available I understand that the Adel bridge has been designed and hereby respectfully request that this bridge be built with FAS funds. I would appreciate it if you would advertise for bids on this structure at once, so that the contract can be let and the cement poured this Fall.

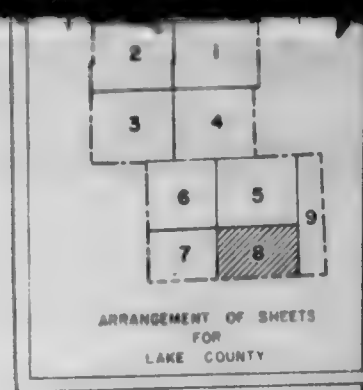
In a few days I shall have a selection of projects that will utilize all of our FAS funds, meanwhile I hope we can get some action on the Adel bridge as this is urgent.

Yours very truly,

E. M. Langslet
Lake County Judge

RECEIVED
SEP 24 1956
[illegible]NEER
[illegible]IONS

RECEIVED
SEP 24 1956
OREGON
STATE HIGHWAY COMMISSION



ARRANGEMENT OF SHEETS
FOR
LAKE COUNTY

T 38 S.

T 39 S.

T 40 S.

T 41 S.

R. 25 E.

R. 26 E.

WASHOE COUNTY

"M C" RESERVOIR

BARRY RES

N

APPROVED ..... 19 .....

COUNTY SURVEYOR OF Lake COUNTY

BY C. H. Langslet.

C. W. Ogle

D A

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE
1 0 1 2 3 4 Miles

1936
REVISED 1939

GENERAL HIGHWAY MAP
LAKE COUNTY
OREGON

SHEET 8 OF 9 Polyconic Projection

119° 30'

40

42° 00'

20°00'

50

R. 23 E.

R. 24 E.

R. 25 E.

Exist. FAS 406

Proposed FAS 699
2.2 mi.

HART

Mountain

MOUNTAIN

Hart

Creek

Twelvemile

ROARING SPRS.

Drake

Camas

Parsnip

Creek

Creek

Creek

Creek

Creek

Creek

Deep

ADEL

67

PELICAN LAKE

CRUMP LAKE

BIG LAKE

DRY LAKES

JUNIPER LAKE

DRY

WARNER LAKE

Creek

Twenty-mile

Extg. FAS 406

Extg. FAS 406

WARNER LAKE

CRUMP LAKE

PELICAN LAKE

DRY

ADEL

BIG LAKE

DRY LAKES

JUNIPER LAKE

ROARING SPRS.

Drake Peak 8402'

Drake L O 8218'

Crook Peak 7831'

FREMONT NATIONAL FOREST

R 22 E.

R 23 E.

T 39 S.

T 40 S.

R 37 S.

KMTTTVTTTOT

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

BND ACG 7 6-12-56 439XX430P

DEAN SWIFT

REURTELETYPE 58 6-12-56 CONSTRUCTION DIVISION NOW MAKING PROJECTION FOR ADELL BRIDGE SITE FROM DATA AVAILABLE HERE AND WILL SEND TO YOU FOR REVIEW. THANKS FOR INFO ON FORT ROCK ROAD

CATTRALL

END RH

NOTED
J. F. HAGEMANN

PLS ACK RECD OK GA
THANKS

NOTED
J. W. CATTRALL

NOTED
Harold C. A

May 31, 1956

Honorable Chris Langslet
Lake County Judge
Lakeview, Oregon

Dear Judge:

Mr. Vern Jones, of this office, and Mr. Dean Swift, Division Engineer, Bend, will be in Lakeview early in the afternoon of June 7th to discuss the location of the Deep Creek Bridge site south of Adel.

If this time and date is not satisfactory please let me know immediately in order that other arrangements can be made.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:te

cc: Mr. Dean Swift

NOTED
J. W. CATTRALL

FORM E-80X—37,500—2-55—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem, Oregon
May 24, 1956

SUBJECT:

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
O f f i c e

Reference is made to the recent survey that has been submitted to our office for the Deep Creek Bridge relocation in the Town of Adel in Lake County.

Attached are estimates of cost for the new bridge and the adjacent road relocation. As you will note, the combined total of these estimates, which includes engineering and contingencies, is $138,560.

It is our opinion that the estimated cost of this project is completely out of line with the importance of the road and the traffic that now uses this section. It is estimated that the traffic is now 25 cars per day. It is our opinion that the County Court does not fully understand the extent of the project and its cost. I would recommend that these estimates, together with maps, profiles, etc., be given to our County & City Relations Department and they be requested to make personal contact with the Lake County Court to be sure that they are fully informed in regard to this project.

No further work will be done on the design of a structure for this location until we are assured that we should proceed.

P. M. Stephenson
Bridge Engineer

PMS/dp
Attached

ADEL BRIDGE RELOCATION (DEEP CREEK)
Lake County, Bridge No. 1384-A

Estimated Bridge Costs

Structural Excavation	200 Cu. Yds.	at	$ 15.00	$ 3,000.00
Class "A" Concrete	375 Cu. Yds.	at	72.00	27,000.00
Metal Reinforcement	84,000 Lbs.		0.135	11,340.00
Removal Old Bridge and Maintain Traffic	All Required			5,000.00
			Total	$ 46,340.00
		Plus Engineering & Contingencies	12½%	5,792.50
				$ 52,132.50

Estimated Grading Costs

Clearing & Grubbing	All Required			$ 1,000.00
General Excavation	50,000 Cu. Yds.	at	$ 0.50	25,000.00
Drainage Excavation	20 Cu. Yds.		3.00	60.00
Canal Excavation	20,000 Cu. Yds.		0.75	15,000.00
Short Overhaul	212,000 Yd. Sta.		0.02	4,240.00
Long Overhaul	3,100 C-Yd. Sta.		0.45	1,395.00
18 C.M.P.	300 Lin. Ft.		5.00	1,500.00
2" - 0 Rock in Base	6,500 Cu. Yds.		2.50	16,250.00
3/4" - 0 Rock in Base	850 Cu. Yds.		3.00	2,550.00
Sprinkling	200 M-Gals.		3.00	600.00
Preparation of Base	1.25 Mi.		200.00	250.00
150-200 Asphalt	60 Tons		50.00	3,000.00
Furnish and Place Aggregate	800 Cu. Yds.		4.50	3,600.00
RS-1 Asphalt	20 Tons		55.00	1,100.00
Finishing Roadbed & Slopes	1.25 Mi.		1,000.00	1,250.00
			Total	$ 76,795.00
		Plus Engineering & Contingencies	12½%	9,533.00
				$ 86,328.00

May 24, 1956

FORM E-20X 25M 11-50 44702

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
February 27, 1956

SUBJECT: Deep Creek County Road
Survey - Lake County

NOTED
Harold C. Ayers

To:

Mr. Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

Attention: Mr. E. A. Pease

Extra money will be forth coming to cover increased costs of survey on the Deep Creek County Road in Lake County immediately after the next County Court meeting, which is in about one week.

DEAN SWIFT
Division Engineer

DS:me
cc: Mr. J. W. Cattrall

RECEIVED
FEB 28 1956

NOTED
V. R. JONES

FORM E-30X—67,500—2-59—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 21, 1956

SUBJECT:

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Reference is made to your letter of February 16th, regarding the additional cost on the Deep Creek County Road survey.

Will you please determine the additional money necessary and request the Lake County Court to forward a deposit covering the same. Please ask the Court that they forward with their deposit a letter stating what it is for so that our accounting records might be kept clear.

Forrest Cooper
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: J. W. Cattrall

NOTED
J. W. CATTRALL

RECEIVED
FEB 21 1956
ENGINEER

FORM E-30X 25M 11-50 44708

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENTAL CORRESPONDENCE

Bend, Oregon
February 16, 1956

.....

.....

Deep Creek County Road
Lake County

SUBJECT:

To: Mr. Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

Harold C. A...

Immediately after the last heavy run-off in Lake County we were asked to make a survey for Lake County at the Deep Creek crossing near Adel. The Authorization for Survey was in the amount of $800.00. We have since found that the County requires considerably longer survey than we anticipated, and they have asked that we put in cross-section stakes for construction. This will necessitate spending considerably more money than the $800.00 we originally asked the County for; the County Court is aware of this overrun and will forward an additional amount if necessary. Please advise.

DEAN SWIFT
Division Engineer

DS:me

RECEIVED
FEB 2 1 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED

NOTED J. W. CATTRALL
Harold C. Ayers

January 17, 1956

Honorable C. H. Langslet
Lake County Judge
Lakeview, Oregon

Deep Creek Bridge
(County Road)

NOTED
J. F. HAGEMANN

Dear Judge:

I wish to acknowledge receipt of Lake County Warrant #R1808 in the amount of $800 covering the cost of the survey of the Adel project.

It is anticipated that the survey will be started at an early date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrail
Engineer, County and City Relations

JWC:mm

cc: Mr. Dean Swift

C. H. LANGSLET
COUNTY JUDGE
C. W. OGLE
COMMISSIONER
E. M. CARLON
COMMISSIONER
ZANE GRAY
CLERK
THOMAS S. ELLIOTT
SHERIFF

LAKE COUNTY
STATE OF OREGON
LAKEVIEW, OREGON

January 13, 1956

H. M. LANGSLET
ASSESSOR
HARVEY R. SANDERS
TREASURER
ANNE SPRAGUE
SCHOOL SUPT.
EVERETT OSTERMAN
CORONER

Mr. John Cattrall,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Cattrall:

In accordance with our telephone conversation Friday evening, enclosed you will please find County warrant for $800.00 to cover the survey of the Adel project.

We are hoping you can start on it as soon as possible.

I am,

Sincerely yours,

C. H. Langslet,
County Judge.

CHL:me
Enc. 1

Lake Co. Warrant # K 1808 for $800.00
to Acctg Dept. 1-16-56
7Qmy

RECEIVED
JAN 16 1956
COUNTY COMMISSIONERS

RECEIVED
JAN 16 19[illegible]
STATE [illegible] COMMISSION

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Honorable C. H. Langslet
Lake County Judge
Lakeview, Oregon

NOTED
J. F. HAGEMANN

Dear Judge:

I am replying to your January 10, 1956 letter regarding the loss of the Deep Creek bridge.

All available Federal Aid Secondary funds allocated to Lake County have been contracted; also, the county road from Adel south is not on the Lake County Federal Aid Secondary System.

Since this bridge was damaged by flood waters and there is a possibility that assistance may be available through the Civil Defense, I have referred your letter to Mr. Charles Beal, F.C.D.A. Engineer. He advised that information regarding flood damage should be referred to your local Civil Defense Director.

The State will design the bridge without cost to the County. The County will have to pay for the survey since this is not an FAS project. A representative of our division office in Bend will contact you in the near future regarding the cost of the survey and the advance deposit. You will be notified of the estimated cost of the new bridge as soon as the design is completed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JWC:mm

cc: Mr. Charles Beal, F.C.D.A. Engineer,
Room 408, Capitol Building

Mr. Dean Swift, Div. Engineer,
Bend

C. H. LEONARD
COUNTY CLERK
C. W. BOYLE
COMMISSIONER
E. M. CARLOCK
COMMISSIONER
JAMES GRAY
JUDGE
THOMAS A. [illegible]
COUNTY

LAKE COUNTY
STATE OF OREGON
LAKEVIEW, OREGON

H. M. LANGSLET
ASSESSOR
HARVEY R. SANDERS
TREASURER
ANNE SPRAGUE
SCHOOL SUPT
EVERETT OSTERMAN

January 10, 1956

Oregon State Highway Commission
John Cattrall
City and County Engineer
Salem, Oregon.

Dear Mr. Cattrall:

The recent floods has ruined one of our largest bridges, which is the one across Deep Creek, just south of Adel. It will involve the building of an entire new bridge and it must be built as soon as possible. We would, therefore, like to have it built from F.A.S. funds.

We would like to have the State Highway Engineers survey and make the specifications as soon as possible.

This is a very important project because there are thousands of tons of grain and cattle taken across this bridge every season.

Will you please see that this letter gets into the proper channels for immediate action.

Respectfully yours,

County Court of Lake County

By: E. M. Langslet
County Judge

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

RECEIVED
JAN 11 1956

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JAN 11 1956
STATE HIGHWAY COMMISSION

F-78(34) Roberts Mountain Summit 1967
Slope Stabilization Proj.

March 11th, 1958

FINAL COST ANALYSIS

Roberts Mt. Summit Slide Correction Pacific Highway
Contract #4392 Funderburk Construction Co. Prefix 10-1037-201(41)
J. Rowland, Resident Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
General Excavation, Unclassified	154,060.5	Cu. Yd.	0.56	0.64	$86,578.39	$98,598.72
Type 2 Fence	34.55	Rod	6.61	8.00	218.90	276.40
PA #1, General Excav., Unclassified	1,444.7	Cu. Yd.	0.56	0.64	811.89	924.61
PA #2, Extra Clearing	1.41	Acre	761.81	850.00	1,074.16	1,198.50
Force Account					834.71	931.45
					$89,526.05	$101,929.68

Gross Revenue	$101,929.68
Total Cost	89,526.05
Net Profit	$ 12,403.63

Net Profit Equals 12.1% of Gross Revenue

NOTED
W. C. WILLIAMS

RECEIVED
MAR 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Detail of Cost
Funderburk Construction Co.

Labor:					
Labor				$23,178.68	
Labor Insurance				2,155.64	
Health and Welfare				344.81	
					$ 25,679.13
Materials:					
Line Posts	40	Each	at $ 1.10	44.00	
Brace Posts	2	"	" 3.30	6.60	
Barbwire	1.3	Rolls	" 11.40	14.82	
Woven Wire	1.73	"	" 19.90	34.58	
Concrete Aggregate	1.5	Cu. Yd.	" 1.00	1.50	
Cement	7	Sacks	" 1.60	4.20	
					105.70
Equipment Rentals and Miscellaneous Expense:					
Equipment Rentals (Owned)				$33,853.54	
Hired Equipment (Unoperated)				2,931.00	
" " (Operated)				8,130.69	
Gas, Oil and Grease				4,946.11	
Repairs				6,144.85	
Bond				490.56	
P.L. & P.D. Insurance				289.73	
Small Tools				200.00	
Powder and Caps				835.85	
Home Office and General Overhead				3,928.54	
					61,750.87
Paid Tallow	4,423 Cu. Yd. at $0.45			$1,990.35	
					1,990.35
T o t a l C o s t					$89,526.05

Remarks:

This was a "Federal Aid Interstate Project" located on the Pacific Highway in Douglas County. The northerly end of the project was approximately 1.13 miles south of the Roberts Creek overcrossing about 7.3 miles south of Roseburg. The southerly end was approximately 0.14 mile southerly of the summit of Roberts Mountain. The overall length of the project was 0.33 mile.

The work to be done under this contract consisted of the excavation of approximately 126,000 cubic yards of slide material, the construction of approximately 140 rods of Type 2 fence and the performance of such additional and incidental work as called for in the plans and specifications.

The project was bid on March 1st, 1957 and awarded on March 22nd, 1957 to Funderburk Construction Corporation. Work on the project began on March 7th, 1957 and was completed on June 4th, 1957. The final estimate was dated October 18th, 1957.

The contractor moved in during the week ending March 9th, 1957 and began bringing down the slopes, using two TD 24 tractors with bulldozer blades. He hauled the material to the embankment area with three 16 cu. yd. trucks, a Tournapull with 6 cu. yd. rocker, two 8 cu. yd. trucks, three 5 cu. yd. trucks of his own and a varying number of fully-operated hired trucks. He used at different times to load a 3/4 cu. yd. shovel, a 1½ cu. yd. shovel and TD 18 tractors with 3 cu. yd. scoops. The material was spread in the disposal area with a TD 18 cat with bulldozer and a TD 24 with a bulldozer blade. He used an Adams power grader to keep the haul road clear. He hired Tallow Bros. to take out the material on the east side of the highway.

The contractor, having good supervision, good equipment and plan of operation, made a good profit.

M. N. Juve
Chief Cost Analyst

By . . F. W. Sugnet

Monthly transaction number	Form 2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
2-53	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Douglas
Project report number 8		Project number I-78(34)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 21, 1957, is hereby modified as follows:

Revised estimated total cost of project $ 110,897.00

Revised Federal funds $ 101,399.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17th day of February, 1958.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Raymonds

Chairman, State Highway Commission
(Title)

By M K McClain

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C J Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

By H L Gillis
HIGHWAY ENGINEER

USComm-DC 11170

February 13, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Roberts Mountain Summit Section, Project No. I-78(34).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

WWC:bb

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Robert's Mountain Summit Section
Project [illegible]
Douglas County

NATURE OF WORK:

Grading

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4892 Funderburk Constr. Corp. 3-22-57

DATE OF COMPLETION:

Completed: 6-4-57
Accepted: 8-8-57
Final payment mailed: 11-18-57

REMARKS: Modification of Project Agreement to increase Federal funds

Form PR 2 (Revised 1950)

State Oregon

Project No. I-78(34)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of May, 19 57,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 28th day of January, 19 57, a program, which was approved on the 4th day of February, 19 57, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 13th day of February, 19 57, and

the sum of eighty three thousand, and 00/100

dollars ($ 83,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources _____

_____

_____

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 2951+50 and 2969+00, south of Roseburg,

_____

_____

_____

_____, length 0.331 miles, in Douglas County,

being Oregon project No. I-78(34), consisting of 0.331 miles of roadway and no bridges, ~~and~~ of more than 20 feet clear span, ~~of~~ or a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System. 11379-4

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of eighty three thousand, and 00/100 dollars ($ 83,000.00), which does not exceed the authorized Federal pro rata share of eighty nine thousand, nine hundred thirty six and 00/100 dollars ($ 89,936.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112/

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Hymneds
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

By _____
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By C G Polk
District ~~Director~~ Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879-6 A4.62

May 14, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Roberts Mountain Summit Section, Project No. I-78(34).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WMC:ia

April 12, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as basis for project agreement for the Roberts Mountain Summit Section, Project No. I-78(34).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WWC:ia

Oregon State Highway Department

Federal Aid
Project No. I-78(34)

ROBERTS MOUNTAIN SUMMIT SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1957

Type Code 0010
Roadway (Sta. 2951+59 to Sta. 2969+00)(Contract No. 4892)

126,000 cu. yds.	General Excavation, Unclassified	$0.64	$ 80,640.00
140 rods	Type 2 Fence	8.00	1,120.00
	Subtotal		$ 81,760.00
	10% Engr. & Cont.		8,176.00
	Total		$ 89,936.00

Length of Roadway 0.331 Mile
Cost of Roadway Per Mi. $271,709.96

Federal Funds.....	$ 83,000.00
State Funds.....	6,936.00
	$ 89,936.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-78(34)

ROSEBURG MOUNTAIN SUMMIT SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Feb. 8, 1957

Type Code 0010
Roadway (Sta. 2951+50 to Sta. 2969+00)

126,000 cu. yds.	General Excavation, Unclassified	$1.05	$132,300.00
140 rods	Type 2 Fence	4.50	630.00
	Subtotal		$132,930.00
	10% Engr. & Cont.		13,293.00
	Total		$146,223.00

Length of Roadway 0.331 Mile
Cost of Roadway per Mile $441,761.32

Federal Funds- - - -

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February 14, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We refer to your letter of February 3 calling attention to certain infractions of federal requirements in connection with the Roberts Mtn. Summit Section Project, Federal-aid Project I-78(34).

We regret these infractions exceedingly and will do our best to avoid similar occurrences in the future.

On December 4, we addressed a circular letter to all Division and Resident Engineers, requesting their vigilance in the control of subcontracting and in seeing that all federal regulations in regard to subcontracting are conformed with fully.

To insure compliance with labor regulations applicable to interstate projects, we have directed Mr. Juve, head of the Cost Analysis Section, to assume responsibility for such compliance. As a first step in taking over this responsibility, Mr. Juve is drafting instructions to be followed by Division Engineers, Resident Engineers and others in the enforcement of the labor regulations. We believe that these instructions together with Mr. Juve's close supervision, will bring about an enforcement as nearly perfect as can be expected.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

cc: Forrest Cooper
L. H. Young
M. H. Juve

FORM E-30 BOM 8-57—8503

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 13, 1958

SUBJECT: Subcontracts

To: Mr. S. H. Probert
Office Engineer
O f f i c e

Herewith a copy of a letter dated February 3rd from Mr. C. G. Polk in which he comments upon two infractions of Federal requitements regarding subcontracting and submission of payrolls on which subcontractor's personnel is shown.

I am attaching hereto two copies of field instructions to our Division and Resident Engineers regarding subcontracting and I wish to advise that we have discussed means and methods of securing full compliance with the labor regulations on Federal-Aid jobs at our recent division meetings held throughout the State. We have made Mr. Juve, head of the Cost Analyst Department, responsible for compliance with Federal labor regulations. He is currently drafting a set of instructions which will be given State-wide distribution setting forth these regulations in detail. However, his instructions to our field forces cannot be completed until we get further information from the Bureau of Public Roads, which material they have promised us.

The above letter has been written you with the thought that you would perhaps wish to draft a letter to Mr. Polk. There does not appear to be anything that we can do at the present time regarding the past violations.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Attach.

cc Forrest Cooper
M. N. Juve

OREGON DISTRICT

Approved

BLS

[illegible]
[illegible]
[illegible]

Dear [illegible]:

[illegible]

[illegible]

[illegible]

FORM S-30 25M 9-61 82518

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1957

SUBJECT: Subcontracts

To: ALL STAFF ENGINEERS, DIVISION ENGINEERS,
RESIDENT ENGINEERS, AND LOCATING ENGINEERS:

We have experienced some difficulty in controlling the amount of work subcontracted to the maximum specified 50 per cent. In order to clarify rulings in regard to this matter, you are advised as follows:

If items are only partially subcontracted (for example, the production of mineral aggregate when the bid item calls for "Mineral Aggregate in Place", the placing of metal reinforcement when the bid item calls for "Furnishing and Placing Metal Reinforcement", or the placing of culvert pipe when the bid item calls for "Furnishing and Placing Culvert Pipe"), the correct percentage of subcontracts is arrived at by adding the items partially subcontracted and comparing against the total contract bid price.

Conversely, if the contractor subcontracts a total item, such as the "Furnishing and Placing of Mineral Aggregate" complete, the "Furnishing and Placing of Metal Reinforcement" complete, or the "Furnishing and Placing of Concrete Culvert Pipe" complete, the correct percentage is arrived at by use of the bid prices and amounts stated in the prime contract. These, added to any partial (if any) subcontracted items, should then be compared against the total contract bid price.

Your special attention is called to the fact that a contractor might subcontract one of these items at a figure less than that shown in the prime contract, but, where the item is subcontracted as a complete item, the prime contract price must prevail and not the price at which the item was subcontracted.

We wish to request your constant vigilance in approving subcontracts in order that these rules may be observed, and we wish to enlist your constant vigilance against the execution of sub rosa subcontracts. In case you have any doubt as to the existence of such sub rosa contracts, it will be well to solicit a written statement from the contractor in that regard.

Forrest Cooper
Deputy State Highway Engineer

cc Mr. C. G. Polk

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I-78(34)
08-35

February 3, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Audit made of the final voucher and basic underlying documents for Project I-78(34), Roberts Mountain-Summit Section of the Pacific Highway, your Contract No. 4892, reveals two infractions of Federal requirements as follows:

1. The existence of two unauthorized sub-contracts, one to C. P. Fallon involving excavation and one to J. R. McAllister covering haul although it may be simply hire of five dump trucks with drivers.

2. Payrolls covering the men employed by the above two subcontractors were not submitted.

With regard to No. 1, it is our understanding that you have taken steps to prohibit such violations on future projects. We would appreciate confirmation of that policy.

Violation No. 2 is much more serious. It is a clear infraction of the 1956 Federal-aid Act. Mr. Dubeal of the Department of Labor discussed this point at the recent meeting here. In the event the employees of the two subcontractors should, sometime in the future, make a complaint about wages to the Labor Department, the prime contractor would be in an untenable and indefensible position.

At the meeting referred to above it was our understanding that your roadway and bridge construction divisions were made cognizant of the gravity of such violations and that they would take necessary steps to insure future compliance with all the labor provisions of the 1956 Federal-aid Act.

Very truly yours,

C. G. Polk
Division Engineer

cc: Mr. Bradley

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NOV 22 1957
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OREGON STATE HIGHWAY DEPARTMENT

(date) November 15, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
I 18 (34) 482	7 Final	Funderburk Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25673	H196353	$3,057.89	11-14-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapuiske
ACCOUNTING DIVISION

Specified completion Date: 44 workdays from 4-1-57

Time Extensions: None

Completion Date: June 4, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Nov. 15, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

NOV 18 1957

GC

NOTED ON CARD

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NOV 6 1957
FOR FILING

Nov. 4, 1957

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4892 for slope stabilization on the Roberts Mountain Summit Section of the Pacific Highway in Douglas County was completed by the contractor, Funderburk Construction Corp., on June 4, 1957, and was formally accepted by the Highway Commission on Aug. 8, 1957.

Final payment in the amount of $3,057.89 will be released to the contractor on or after Nov. 14, 1957. The total contract amount is $101,929.68, of which amount $931.45 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
OCT 8 1957
FOR FILING

October 7, 1957

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Funderburk Construction Corporation in connection with contract No. 4892, for slope stabilization on the Roberts Mountain Summit Section of the Pacific Highway in Douglas County. This payment, in the amount of $4,031.85, will be released to the contractor on or after Oct. 17, 1957. The retained percentage is $3,057.89.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 28, 1957

Section Roberts Mountain Summit

Highway Pacific County Douglas

Contractor Funderburk Construction Corp.

Date of contract March 22, 1957

Date work started March 22, 1957

Project authorization $ 120,105.00

Exclusive of engineering $ 111,564.20

Estimated cost of completed project, exclusive of engineering $ 102,400.00

Estimated per cent overrun or underrun 8 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 8,540.80

Engineering cost to date $ 8,589.83, 100.6 %

Kind of work Slope Stabilization

Section prefix 10-1037

Contract number 4892

Specified work days 44

Work days used 38

Per cent of time elapsed 86 %

Date project was completed June 4, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was submitted to the Division Office. This will be the last weekly report submitted on this project.

NOTED

Noted
M. N. Juve

Signed Jack A. Rowland

Jack A. Rowland, Res. Engr.

Address P. O. Box 551, Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.33				
Miles partially completed	0.33				
Miles completed	0.33				
Total estimated quantities (contract)	126,000				
Total quantities corrected to date	155,400				
Estimated quantities moved or placed to date	155,400				
Average daily quantities	0				
Average daily quantities necessary to complete project on time	0				
Number shifts per day	0				
Hours per shift	0				
Average force on project for week	0				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Rain		
Friday	Cool & Cloudy		
Saturday			

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AUG 1 1957
FOR FILING

4892

July 30, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering drilling and shooting a trench at the toe of the counterbalance on the Roberts Mountain Summit Section of the Pacific Highway in Douglas County, Contract No. 4892, in connection with Federal Aid Project No. I-78(34).

To stabilize the counterbalance, Station 2951+50 to 2955+50 left, it was necessary to move the toe out to catch on a rock ledge. This necessitated making the drainage ditch in the ledge, which required drilling and shooting. From Station 2955+50 to the end of the project it was necessary to shoot overhanging rocks as a safety measure. This order covers the drilling and shooting which were not anticipated in the contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
JUL 3 1957
FOR FILING

I-22(34)

4892

July 1, 1957

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Attention: Mr. David J. Kuhlman

Gentlemen:

Thank you for your letter of June 26, giving consent of surety to reduce the retained percentage to 3 percent on Funderburk Construction Corporation Contract No. 4892.

A copy of this letter is being forwarded to the Accounting Division for proper action.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:em

cc: C. H. Maison

NOTED ON CARD

FEDERAL INSURANCE COMPANY
INCORPORATED UNDER THE LAWS OF NEW JERSEY

CHUBB & SON
1882

MANAGERS

RODGERS INSURANCE AGENCY, INC.

ALLYN R. HUNTER — SINCE 1896
C. M. BURROWS
DAVID J. JUHLMAN

CAPITOL 8-8496

803 TITLE & TRUST BUILDING

PORTLAND 4, OREGON

JUNE 26th, 1957

MR. FLOYD QUERY
OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

Re: Federal Bond No. 7959404
FUNDERBURK CONSTRUCTION CORP.
Contract No. 4892

Dear Mr. Query:

This letter will serve as Consent of Surety for the release of payment in the amount of $24,606.03, reducing the retained percentage to 3% of the total amount earned by the contractor on contract #4892 for Slope Stabilization on the Roberts Mountain Summit Section in Douglas County, Oregon.

Yours very truly,

FEDERAL INSURANCE COMPANY

David J. Kuhlman
Attorney-in-Fact

DJK:cm

RECEIVED
JUN 27 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 21 1957
FOR FILING

June 21, 1957

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Funderburk Construction Corporation a portion of the funds heretofore retained by the Commission on Contract No. 4892, for slope stabilization on the Roberts Mountain Summit Section of the Pacific Highway in Douglas County.

This payment, in the amount of $24,606.03, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,847.65. The present payment will be released on or after July 1, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

H. B. Glasgyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

cm

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
JUN 13 1957
FOR FILING

4492

June 13, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 4, 1957, on Contract No. 4892, Roberts Mountain Summit Section, in Douglas County, in connection with Federal Aid Project No. I-70(34).

Very truly yours,

H. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

CC: Clarence G. Swenson

EBP:cr

RECEIVED
APR 19 1957
FOR FILING

I 78 (34)

4892

April 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 7, 1957, on Contract No. 4892, Roberts Mountain Summit Section, in Douglas County, in connection with Federal Aid Project No. I-78(3)1.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DDP:or

RECEIVED
APR 9 - 1957
FOR FILING

I 25(-4)

4892

April 9, 1957

Funderburk Construction Corp.
Box 633
Sutherlin, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4892, which was awarded to you on March 22, 1957 by the State Highway Commission, for slope stabilization on Roberts Mountain Summit Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm
Encl.

RECEIVED
MAR 29 1957
FOR FILING
- 19 -
4892

March 28, 1957

Department of Labor
Office of the Solicitor
Room 304, Appraisers Building
630 Sansome Street
San Francisco 11, California

Attention: Mr. Kenneth C. Robertson,
Regional Attorney

Gentlemen:

With reference to your request of March 19, 1957, we are pleased to send you under separate cover a copy of our Contract No. 4892, Roberts Mtn. Summit Section Slope Stabilization on the Pacific Highway in Douglas County, Federal-aid Interstate Highway Project No. I-78(34), awarded March 22, 1957. We are also sending a copy of our current standard specifications applicable to the contract.

We trust this is the date in which you are interested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

VDD'M:ia

cc: Forrest Cooper

DEPARTMENT OF LABOR

OFFICE OF THE SOLICITOR

[redacted]
Room 304, Appraisers Building
630 Sansome Street
San Francisco 11, California

March 19, 1957

REFERRED TO
Cooper
By State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
State Highway Department
138 State Highway Building
Salem, Oregon

Dear Mr. Williams:

To help this office more effectively cooperate in the handling of labor standards matters in relation to the Federal-Aid Highway Act of 1956, we are requesting your office to supply us a sample copy of the contract used by your state with contractors on interstate highway projects.

If your department does not use a standardized contract in contracting for interstate highway construction, we would appreciate receiving a copy of the latest contract let by your state under the Federal-Aid Highway Act of 1956. We would appreciate receiving the entire contract so that we may have available all of the specific provisions and specifications used by your state in these contracts.

Your prompt consideration of this matter will be greatly appreciated.

Yours very truly,

Kenneth C. Robertson

Kenneth C. Robertson
Regional Attorney

RECEIVED
MAR 21 1957
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
Robert
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

I-78 (34)

4892 08-35

March 22, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-78(34), Roberts Mountain Summit Section of the Pacific Highway, we hereby concur as of this date in award of contract No. 4892 to Funderburk Construction Corporation of Sutherlin, Oregon, low bidder in the amount of $81,760.00 at the March 1, 1957 bid opening.

Very truly yours,

C. G. Polk

C. G. Polk
District Engineer

RECEIVED
MAR 2 1957
FOR FILING

I-78(34)

48/2

March 22, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Roberts Mountain Summit Section of the Pacific Highway in Douglas County, Project I-78(34), to the Funderburk Construction Corporation of Sutherlin, Oregon, on the basis of the bid of $81,760.00 submitted on March 1, 1957.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MWP:ia

RECEIVED
MAR 25 1957
FOR FILING
I-78(4)

March 22, 1957

Funderburk Construction Corp.
Box 633
Sutherlin, Oregon

Gentlemen:

The State Highway Commission on March 1, 1957, accepted your proposal for the Roberts Mountain Summit Slope Stabilization Project on the Pacific Highway in Douglas County for the sum of $81,768.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4892.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

esm

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue., Seattle 1, Wash.
Att: Dorothy McCormack

R. G. Savage (SIAC)
Tom Edwards
S. H. Probert

Mr. Blake Jackson, Editor, Construction World
71 Columbia St., Seattle 4, Wash.

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St., Seattle 4, Wash.

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.	CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 22, 1957

Funderburk Construction Corp.
Sutherlin, Oregon

Contract for Roberts Mountain Summit Slope Stabilization Project on Pacific Highway, Douglas County, for which you submitted low bid on March 1, 1957 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

CC: Accounting (5003-900)
Cecil Head
Files

RECEIVED
FEB 27 1957
FOR FILING
OREGON DISTRICT
7-12(-4)
482

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

February 13, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-78(34), Roberts Mountain Summit Section of the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
FEB 26 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 25 1957
FOR FILING

I 78 (4)
4812

January 21, 1957

Oregon State Highway Commission

Gentlemen:

A rather serious slide condition has developed on the summit of Roberts Mountain on the Hady-South Sands section of OKP in Douglas County.

The summit cut on this section is in excess of 100 feet in depth, and the material has proved to be quite unstable. Within the last 30 days a large body of material on the westerly side has broken on a slip plane and is moving onto the roadway. The section is not yet open for travel. Measurements indicate that approximately 136,000 cubic yards of material will have to be removed, at an estimated cost, with incidental work, of $165,000. We are requesting participation by the Bureau of Public Roads in this project from Oregon's interstate funds on the 90 per cent - 10 per cent basis.

The purpose of this letter is to request your permission to proceed with the project, which should be constructed at the earliest possible date so that opening of this important section of the highway will not be unduly delayed. It is estimated that the project should be completed about July 30 of this year.

Very truly yours,

R. G. Williams
State Highway Engineer

FC:me

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison

FORM E30—50M—11-55—80224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21st, 1957

SUBJECT: Roberts Mt. Slide

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

I attach hereto a sketch showing a slide area which has occurred at the summit of Roberts Mt. The westerly face of the rock cut is badly broken and is in constant movement. We request authority to award a contract at the February meeting to correct this situation.

Preliminary cross-sections show a total of 136,000 yards to be removed. It is estimated that this will cost $1.00 per yard. There will be approximately $10,000 incidental work, additional right of way acquisition etc., and I recommend authority for $165,000 for this project.

The waste material will be used to construct a counterbalance against the fill immediately north of the cut slide which has been giving us a great deal of trouble.

Tom Edwards
Construction Engineer

TE:AR
Enc.

SHADY-BOOTH RANCH UNIT
SHADY-CANYONVILLE SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY

SHEET No 8

FED. ROAD DIV. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BFI-78 (19)		See Index

DATE	REVISION
May, 1954	Equation - Sta. 2980+82.8

T. 28 S. R. 6 W., W. M.

Sec. 25

Construct Cutoff Ditch 1650'

O T H 18

S. 35° 10' 10" W.

2975 — 150'

P.S. 2975+64.47

450' Spiral
SΔ 13°30'
D 13

P.S.C. 2980+14.47

Install 48" Corr. Metal Pipe - 8 Gage 246' Const. Inlet & Outlet Ditch

Const. Subgrade Drainage Trench Inst. 6" Perf. Metal Drain Pipe 330'

Const. Random Fill in this Area to Elev. 820.0

Const. Cutoff Ditch

Const. Subgrade Drainage Trench Inst. 6" Perf. Metal Drain Pipe 370'

Const. Subgrade Drainage Trench Inst. 6" Perf. Metal Drain Pipe 350'

Const. Emb. Foundation Trench Inst. 6" Perf. Metal Drain Pipe 340'

S.C.R. Δ 6°32' T 856.84'

Const. Cutoff Ditch-1650'
Trench Exc. 489 C.Y. Bottom width 2' Slopes 1:1

Const. Subgrade Drainage Trench on Lt. Inst. 6" Perf. Metal Drain Pipe - 330'
Str. Exc. 48 C.Y. Rock Backfill 146 C.Y.
Comm. Exc. 6270 C.Y.

Const. Subgrade Drainage Trench on Lt. Inst. 6" Perf. Metal Drain Pipe - 370'
Str. Exc. 56 C.Y. Rock Backfill 80 C.Y.
Comm. Exc. 7730 C.Y.

Const. Emb. Found. Trench on Rt. Inst. 6" Perf. Metal Drain Pipe - 340'
Str. Exc. 140 C.Y. Rock Backfill 109 C.Y. Comm. Exc. 16,466 C.Y.

Inst. 48" Corr. Metal Pipe - 8 Gage 246' Str. Exc. 405 C.Y. Tr. Exc. 360 C.Y. (by Imperfect Trench Method)

Const. Subgrade Drainage Trench and Inlet & Outlet Ditches Str. Exc. 153 C.Y. Rock Backfill 48 C.Y. Comm. Exc. 6435 C.Y.

Const. Cutoff Ditch See Sheet

Select Roadway Subgrade Material

L.O.N. 415 C.Y. Sta. SOH 22,978 Yd. Sta.

To Sta. 3010+55

To Sta. 3005 & 3025

Emb. 4663 Select Roadway Subgrade Material

Short Haul 27000 Yd. Sta. From Sta. 2950+75

Random Fill Emb. 12000

SOH 764,742 Yd. Sta. L.O.N. 4206 C.Y. Sta.

Exc. 108,672

SOH 354,200 Yd. Sta.

Exc. 23,877

Emb. 32,450

2970 2975 2980 2985

940 920 900 960 940 930 820 800 780

Use Was. - Material to Construct counterbalance to correct Fill slide

SUMMIT

Future Edge of Pavement

Sec. 25

O.T.N. No. 11

P.C.S. 2962+92.76

450' Spiral
SΔ 13°30'
θ 1°33'

Cut
Slide Area

Const. Cutoff Ditch

6° C.R.
TΔ 71°36'
Ts 919.66'

EQUATION
PT 2966+82.76
POT 2966+72.92

SCALE: Horiz. 1" = 100'
Vert. 1" = 20'

Const. Cutoff Ditch
See Sheet 7

+05 904.00 (E.G.)

Exc. 16,370

Exc. 118,251

Exc. 151,700

To Sta. 2940+90

Finish Grade

Subgrade

1900' V.C.

Exc. 151,508

To Sta. 2920+90

To Sta. 2899+85

Exc. 16,018

See Sheet 7

Exc. 39,125

To Sta. 2925+40

2955

2960

2965

ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
BY
DATE

4-4216 Young Acq Pr. in Cth. of 1957
Antoria

#4393

RECEIVED
AUG 1 1 1958
FOR FILING

4893

August 19, 1958

The American Insurance Group
1220 S. W. Columbia Street
Portland 1, Oregon

Attn: Mr. Daniel F. Higgins
Re: File BA-83-15459
Ingvald Nygaard

Gentlemen:

This is in reply to your letter of August 15, 1958, asking who was working on the Youngs Bay Bridge in Astoria, Oregon, around July 23, and stating that your client's car was damaged from the painting of the bridge.

Our records indicate that there was no painting contract on the Youngs Bay Bridge this year. It is possible one of our maintenance crews may have been working in that vicinity.

We are forwarding a photocopy of your letter to Mr. I. A. DeFrance, Maintenance Engineer, Room 207, State Highway Building, who, we are sure, will investigate the matter. Future Correspondence should be directed to Mr. DeFrance.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query
Assistant Secretary

CWH:mc

cc: I. A. DeFrance

THE American Insurance Group 1846

CHARLES R. RATHBUN
RESIDENT VICE-PRESIDENT

PORTLAND BRANCH OFFICE
1220 S. W. COLUMBIA STREET
PORTLAND 1, OREGON

TELEPHONE
CAPITOL 6-3761

August 15, 1958

State of Oregon
State Highway Department
Salem, Oregon

Re: Our File BA-83-15459
Ingvald Nygaard

Gentlemen:

Our above captioned insured suffered damage to his vehicle due to the painting of the Youngs Bay Bridge in Astoria, Oregon.

Could you please inform us who was working on that bridge around July 23rd so that we might inform them of our interest in this loss.

Yours very truly,

Daniel F. Higgins

DANIEL F. HIGGINS
Claims - Subrogation
pp

RECEIVED
AUG 18 1958
OREGON
STATE HIGHWAY COMMISSION

AMERICAN AUTOMOBILE INSURANCE COMPANY
SAINT LOUIS

THE AMERICAN INSURANCE COMPANY
NEWARK

NOTED
C. W. HEAD

ASSOCIATED INDEMNITY CORPORATION
SAN FRANCISCO

RECEIVED
AUG 14 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
July 30, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4893	1-Final	D & S Painters, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16902	H-187237	$ 4,900.00	7/30/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **100 workdays from 4-10-57**

Time Extensions: **None**

Completion Date: **July 3, 1957**

Date Accepted: **Aug. 8, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Aug. 12, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 13 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUL 19 1957
FOR FILING

July 18, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4893 for work performed on the Yaquina Bay Bridge Section of the Oregon Coast in Clatsop County was completed by the contractor, O & S Painters, Inc., on July 3, 1957, but has not as yet been accepted by the Commission.

Final payment in the amount of $4,900.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $4,900.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAY 2 - 1957
FOR FILING
4493

May 1, 1957

O & S Painters, Inc.
9530 S. W. Edgewood St.
Tigard, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4893, which was awarded to you on March 28, 1957 by the State Highway Commission, for maintenance painting of the Youngs Bay Bridge at Astoria, Oregon Coast Highway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm

Encl.

RECEIVED
APR 1 - 1957
FOR FILING

4-4-1a

1893

April 1, 1957

O & S Painters, Inc.
Route 2, Box 153
Tigard, Oregon

Gentlemen:

The State Highway Commission on March 29, 1957, awarded to you State Highway Contract No. 4893 for cleaning and painting Youngs Bay Bridge over Youngs Bay on the Oregon Coast Highway in the City of Astoria in Clatsop County.

This award was based on your bid of $4,900.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
AUG 21 1956

FOR FILING

4-4216

4893

STATE HIGHWAY COMMISSION MEETING

Delegation Astoria, Seaside, & Warrenton Chambers of Commerce re construction of Youngs Bay Bridge and Seaside-Seaside Section of US 101

Date July 13, 1956

Time 3:45 p.m.

Name	City or Town	Capacity
X E. R.Baldwin	Warrenton	Chamber Mgr.
Chas. DeFoe	Astoria	Chamber Mgr.
Malcom MacEwan	Seaside	" "
John Shepherd	Warrenton	Chamber Pres.
Clare Wade	"	Chamber Director
Ralph Day	Wareenton	News Paper Editor

ASTORIA Chamber of Commerce

AGENDA
JUL 13 1956

475 - 14th ASTORIA, OREGON PHONE 537

ASTOR COLUMN

FORT CLATSOP

TONGUE POINT NAVAL STATION

NORTHWEST FISHING CAPITAL

SALMON DERBY

ASTORIA REGATTA

MARITIME RESERVE FLEET

ON U.S. NO. 101
NO. 30 - NO. 26

July 7, 1956

Mr. H. E. Glaisyer, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

Many thanks for the appointment at the Highway Commission session this next Friday. I regret that I failed to mention to my office girl the subject we wish to discuss.

Our subject is the same one - U.S. 101 from Seaside to Astoria, the Youngs Bay Bridge, etc.

Please list our appointment on your agenda as Astoria, Seaside, and Warrenton Chambers of Commerce.

Thanks again, and will see you at 3:45 this Friday.

Cordially,

Chuck

Charles DeFoe
Manager

CTD/sgb

RECEIVED
JUL 9 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYER
3:45 DEL

D

AGENDA
JUL 13 1956
D

July 6, 1956

Mr. Chas. DeFoe, Manager
Astoria Chamber of Commerce
Astoria, Oregon

Dear Mr. DeFoe:

I have just received a telephone call from the young lady in your office requesting in behalf of your Chamber of Commerce an appointment with the State Highway Commission at its meeting on Friday of next week, July 13, to discuss some highway matters. She was unable to tell me just what you have in mind, but she said that you would telephone such information to me on Monday morning. The Commission, as you know, likes to have advance information on the subjects that are to be presented by delegations, and the State Highway Engineer likes to have the information so he can assemble necessary material that is pertinent to the subject.

At the young lady's request I am reserving fifteen minutes of time for your group to make its presentation, starting at 3:45 p.m. It is necessary to limit your presentation to not more than fifteen minutes due to the many delegations that are scheduled for this meeting all of whom must be heard. The Commission will appreciate your cooperation to that end.

This meeting of the Highway Commission will be held in the Imperial Hotel, Portland, as usual. The meeting place is the Queens Room in the basement of the hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock
W. C. Williams

July 13, 1956
3.45 P.M.

D

CLATSOP COUNTY DEVELOPMENT COMMISSION
Box 7
Seaside, Oregon

The Clatsop County Development Commission, composed of representatives from the Chambers of Commerce and commercial and civic clubs in Clatsop County cities submits the following resolution to the Oregon State Highway Commission:

Whereas, U S #101 highway between the Southern limits of Seaside and the Southern limits of Astoria contains two sections termed "intolerable" by the interim committee of the State Highway commission of Oregon in its 1947 report, we the undersigned respectfully urge consideration of the following:

(a) Immediate attention to the Smith Point Bridge project as proposed via correspondence and personal appeal before the commission.

(b) Immediate attention to the Seaside by-pass project as proposed by correspondence and personal appeal before the commission.

The Clatsop County Development Commission represents the Astoria, Warrenton and Seaside Chambers of Commerce and the Cannon Beach Commercial Club.

Respectfully submitted,

K. A. House (M)

K. A. House
President

106-4222 South Slough and Powers Br. (Painting Proj.) 1957

#1801

RECEIVED
OCT 15 1957
FOR FILING

October 14, 1957

Oregon State Highway Commission

Maintenance painting of South Slough and Powers bridges, Contract 4954

Gentlemen:

This project is a small job involving the repainting of two steel bridges in Coos County. It was necessary to keep an inspector on the job at all times and the size of the job necessitated engineering expenses more than would normally be required. Due to the engineering costs, the project is overrunning 11.5 per cent above the project authorization.

I would recommend that additional authorization in the amount of $1,400 be allowed on this project.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. S. H. Probert
Mr. C. H. Maison

GSP:gm fn

RECEIVED
SEP 16 1957
FOR FILING

files

OREGON STATE HIGHWAY DEPARTMENT

(date)
August 30, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1242	3-Final	Pacific Marine Service	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19990	H 190627	$ 2,347.50	Aug. 30, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. P. Winchcomb
ACCOUNTING DIVISION

Specified completion Date: 100 workdays from 4-10-57

Time Extensions: None

Completion Date: Aug. 8, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 16, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

SEP 17 1957
GC

NOTED ON CARD

RECEIVED
AUG 21 1957
FOR FILING

August 20, 1957

CERTIFIED MAIL

Saint Paul Fire & Marine Ins. Co.
Pacific Dept.
200 Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

State Highway Contract No. 4894 for maintenance painting of the South Slough and Powers Bridges on the Cape Arago and Powers Highways in Coos County was completed by the contractor, Pacific Marine Service, on Aug. 8, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $2,347.50 will be released to the contractor after acceptance by the Commission. The total contract amount is $8,100.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Jewett, Barton, Leavy and Kern
Lewis Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
APR 24 1957
FOR FILING

4894

April 23, 1957

Pacific Marine Service
Bldg. 10, Swan Island
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4894 and Contract No. 4895, which were awarded to you on March 28, 1957 by the State Highway Commission, listed below:

Contract No. 4894, for maintenance painting on the South Slough and Powers Bridges, Cape Arago and Powers Highway in Coos County.

Contract No. 4895, for maintenance painting on the Robertson Bridge, Rogue River Loop Highway, in Josephine County.

A copy of these contracts is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

es
enc. 2

RECEIVED
APR 1 - 1957
FOR FILING

116-4322

4894

April 1, 1957

Pacific Marine Service
Building 10, Swan Island
Portland, Oregon

Gentlemen:

The State Highway Commission on March 26, 1957 awarded to you State Highway Contract No. 4894 for cleaning and painting the South Slough Bridge over South Slough on Cape Arago Highway at Charleston and the Powers Bridge over the South Fork of the Coquille River on the Powers Highway at Powers in Coos County.

This award was based on your bid of $8,100.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, BPAC
P. M. Stephensen

117-4204 Robertson Br. over Rogue River on Rogue River Loop Highway #4395 1957

OREGON STATE HIGHWAY DEPARTMENT

(date)

June 26, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4895	2-Final	Pacific Marine Service	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13854	H-184576	$ 893.75	6/26/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **60 Workdays from 4-10-57**

Time Extensions: **None**

Completion Date: **May 22, 1957**

Date Accepted: **June 27, 1957**

Penalties: **None of record.**

Claims: **None of record.**

Remarks:

Date: **July 1, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 1 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUN 10 1957
FOR FILING

June 10, 1957

CERTIFIED MAIL

Saint Paul Fire & Marine Insurance Co.
Saint Paul 2
Minn.

Gentlemen:

State Highway Contract No. 1895 for work performed on the Robertson Bridge Section of the Rogue River Loop Highway in Josephine County was completed by the contractor, Pacific Marine Service, on May 22, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $893.75 will be released to the contractor after acceptance by the Commission. The total contract amount is $3,250.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

cm

cc: Jewett, Barton, Leavy and Kern
Lewis Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
APR 25 1957
FOR FILING

April 23, 1957

Pacific Marine Service
Bldg. 10, Swan Island
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4894 and Contract No. 4895, which were awarded to you on March 28, 1957 by the State Highway Commission, listed below:

Contract No. 4894, for maintenance painting on the South Slough and Powers Bridges, Cape Arago and Powers Highway in Coos County.

Contract No. 4895, for maintenance painting on the Robertson Bridge, Rogue River Loop Highway, in Josephine County.

A copy of these contracts is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

em
enc. 2

CEIVED
R 1 - 1957
FILING

117-4204

4895

April 1, 1957

Pacific Marine Service
Building 10, Swan Island
Portland, Oregon

Gentlemen:

The State Highway Commission on March 28, 1957 awarded to you State Highway Contract No. 4895 for cleaning and painting the Robertson Bridge over the Rogue River on the Rogue River Loop Highway in Josephine County.

This award was based on your bid of $3,250.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
F. M. Stephenson

13-1077 Fort Klamath, Chiloquin and Klamath Falls oiling and rock Prod. Proj. on 3 state Hwys. 1957

#4896

RECEIVED
MAR 10 1958
FOR FILING

March 4, 1958

NOTED
W. C. WILLIAMS

FINAL COST ANALYSIS

Klamath Lake, Chiloquin & K. Falls Section Oiling — The Dalles-Calif. Hwy.
Contract #4896 — Prefix 18-1077
Babler Bros., Inc. Contractor
Reid Meritt Resident Engineer

Item 4896

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Prep. of Base	19.26	Miles	$200.00	$92.04	$ 1,772.84	$ 3,852.00
* Furnish & Place Aggregates	8255	Cu.Yd.	4.50	3.69	30,476.04	37,147.50
Hauling Aggregates	13,090	Yd.Mi.	0.10	0.113	1,483.95	1,309.00
Placing Aggregates	1860	Cu.Yd.	1.00	0.70	1,303.13	1,860.00
120-150 Asphalt	657.01	Tons	46.00	44.45	29,207.90	30,222.46
RS 1 Asphalt	156.89	Tons	48.00	46.23	7,254.19	7,530.72
* ½"-¼" Cr. Mat'l in S.P.	1587.43	Cu.Yd.	2.70	2.70	4,286.06	4,286.06
*¼"-0 Cr. Mat'l in S.P.	1500	Cu.Yd.	2.00	2.50	3,750.00	3,000.00
Force Account (States Share Flagging Cost)					380.16	380.16
Deduction for Liquidated Damage					-	360.00
					$79,914.27	$89,227.90

Gross Revenue	$89,227.90
Total Cost	79,914.27
Net Profit	$ 9,313.63

Net Profit Equals 10.4% of Gross Revenue.

*-Work Done all or part by Miller Construction Co.

Babler Bros. Inc.

Contract #4896 — Detail of Cost

LABOR:					
Labor and Supervision				$ 7,583.33	
Labor Insurance				416.94	
Health and Welfare				211.83	
					$ 8,212.10
MATERIALS:					
120-150 Asphalt	657.01	Tons at	27.00	$17,739.27	
Freight on 120-150 Asph.	657.01	Tons at	10.67	7,010.29	
RS 1 Asphalt	156.89	Tons at	28.80	4,518.44	
Freight on RS 1 Asphalt	156.89	Tons at	10.40	1,631.66	
					$30,899.66
EQUIPMENT RENTALS & MISC. SUPPLIES:					
Equipment Rentals (Owned)				$ 4,662.65	
Hired Equipment				4,470.08	
Gas, Oil and Grease				3,457.62	
Small Tools & Misc. Supplies				183.15	
Bond				443.02	
Home Office & General Overhead				1,583.15	
					$14,799.67
Paid to Miller Crushing Company					26,002.84
			Total Cost		$79,914.27

Remarks
Contract #4896

This was a "State Project" calling for the construction of 11.57 miles of Type 0-11 oil mat wearing surface, construction of 7.69 miles of Type DO-11 oil mat surface and furnishing of approximate 3000 cubic yards of crushed materials in stockpiles. The Project was bid March 28, 1957. Work started on oiling August 20, 1957 and the project was completed September 13, 1957.

On August 20, 1957 the contractor moved in a complete oiling outfit and started on Unit "A" (Midland-Calif. State Line). All oiling aggregate used on this section was obtained from the Miller Const. Crushing Plant located 2.5 miles west of the junction of The Dalles-California Highway and The Green Springs Highway. Babler Bros. paid 2.15 per cubic yard stockpiled at the crushing plant. This unit was completed in 8 working days. After completing Unit "A" the oiling outfit was moved to Unit "B" and "C". All aggregate used on these two units was taken from State Stockpiles.

Miller Construction Co. received bid price on $\frac{1}{2}$"-$\frac{1}{4}$" Cr. material in stockpile and $2.50 on $\frac{1}{4}$"-0 cr. material in stockpile. Due to failure in completing the stockpiles on time, Miller Construction Co. reimbursed Babler Bros. the amount fined for Liquidation Damages.

The contractor having good production on oiling and with good bid prices, received a fair profit from this project.

M. N. Juve
Chief Cost Analyst

By

K. T. Wechter

RECEIVED
NOV 25 1957
FOR FILING

filed

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 19, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)		
8-1077	Est. 4 Final	Babler Bros. Inc.		
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)		(DATE)
26065	H196736	$2,634.11		11-18-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: 100 workdays from 4-15-57

Time Extensions: None

Completion Date: Sept. 13, 1957

Date Accepted: Oct. 1, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Nov. 20, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD

RECEIVED
NOV 7 1957
FOR FILING

Nov. 7, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

State Highway Contract No. 4896 for oiling on the Ft. Klamath, Chiloquin & Klamath Falls Section of the Klamath Lake, Chiloquin & The Dalles-California Highways in Klamath County was completed by the contractor, Babler Bros., Inc., on Sept. 13, 1957, and was formally accepted by the Highway Commission on Oct. 1, 1957.

Final payment in the amount of $2,684.11 will be released to the contractor on or after Nov. 18, 1957. The total contract amount is $89,227.90, of which amount $380.16 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

RECEIVED
OCT 8 1957
FOR FILING

October 7, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: G. H. Burnett

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros., Inc., in connection with Contract No. 4896, for oiling on the Ft. Klamath, Chiloquin and Klamath Falls Sections of the Klamath Lake, Chiloquin and The Dalles-California Highways in Klamath County. This payment, in the amount of $5,423.00, will be released to the contractor on or after October 17, 1957. The retained percentage is $2,676.61.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT 18-1077

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 14, 19 57

Section Fort Klamath, Chiloquin and Klamath Falls — Kind of work Oiling

Highway The Dalles-Calif. County Klamath — Section prefix 18-1077

Contractor Babler Bros. Inc. — Contract number 4396

Date of contract March 28, 19 57 — Specified work days 100

Date work started June 6, 19 57 — Work days used 104

Project authorization $98,974.00 — Per cent of time elapsed 104 %

Exclusive of engineering $91,398.96

Estimated cost of completed project, exclusive of engineering $ 86,914.64

Estimated per cent overrun or underrun 4.91 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 7,575.64

Engineering cost to date $ 3,653.49, 48.23 % — Date project was completed September 13, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

M. D. Miller Construction Company completed placing crushed material in stockpiles Friday, September 13 to complete this project.

Signed H. Reid Merritt

Address P. O. Box 1070, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				19.26	
Miles partially completed					
Miles completed				19.26	
Total estimated quantities (contract)			3,000 cu.yds.	7,680 cu.yds. 870 tons	
Total quantities corrected to date			3,084 cu.yds.	8,255 cu.yds. 813.9 tons	
Estimated quantities moved or placed to date			3,084 cu.yds.	8,255 cu.yds. 813.9 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear, cool		
Monday	Clear, cool		
Tuesday	Clear, cool		
Wednesday	Cloudy, cool		
Thursday	Clear, cool		
Friday	Clear, cool		
Saturday			

RECEIVED
APR 24 1957
FOR FILING

4894

April 23, 1957

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4896, which was awarded to you by the State Highway Commission on March 28, 1957 for oiling on the Fort Klamath, Chiloquin and Klamath Falls Section of Klamath Lake, Chiloquin and The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

em
enc.

RECEIVED
APR 1 - 1957
FOR FILING

4196

April 1, 1957

Babler Bros., Inc.
4017 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on March 28, 1957 awarded to you State Highway Contract No. 4196 for oiling and rock production on the Fort Klamath, Chiloquin and Klamath Falls Highways in Klamath County.

This award was based on your bid of $89,222.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

20-4217 Springfield Br. over Willamette River 1957

#4397

RECEIVED
MAY 1 - 1957
FOR FILING

4897

4-a
4/19/57

April 24, 1957

O & S Painters, Inc.
9530 S. W. Edgewood
Tigard, Oregon

Attention: Dale M. Sanders

Dear Mr. Sanders:

Reference is made to your letter of April 2, 1957 advising that due to an error in figuring the tonnage of the Springfield bridge over the Willamette River you did not feel that you could pursue the contract awarded by the Highway Commission on March 28 for the painting of this structure. Accordingly, you decided against the performance of this contract and tendered to the State Highway Commission your check in the amount of $395, which represents the amount of your bid bond.

This matter had the attention of the State Highway Commission at its meeting on April 19 and the State Highway Engineer at that time confirmed your statement that you made an honest mistake in submitting your bid; accordingly he recommended that you be relieved from the performance of the contract, and that your check for $395 be returned to you. I am pleased to inform you that the Commission adopted his recommendation.

Your check No. 962 on the Tigard Branch of the United States National Bank in the amount of $395 is returned to you herewith.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:eld
encl - ck $395

O.& S. PAINTERS INC.

Industrial Painting, Sand Blasting

MErcury 9-2070 PRospect 1-4434

9530 S.W. Edgewood St. • TIGARD, OREGON

April 2, 1957

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: Your letter of April 1, 1957
State Highway Contract #4897

Due to an error in figuring the tonage in the Springfield Bridge over the Willamette River on the McKenzie River Highway we find that we will not be able to do the work on this project for the figure of our bid of $7,900.00.

We are very sorry that this error has occurred, and in as much as this is the first time that we have had to turn down a contract we are not too familiar with the manner in which this is to be handled.

However we are enclosing our check in the amount of $395.00 as it is our understanding that the 5% proposal bond must be forfeited.

Trusting this will be satisfactory to the Highway Commission we are

Very truly yours,

This Check No. 762 for
$395.00 in the safe 4-3-57
T.P.

O & S PAINTERS INC.

By: Dale M Sanders
Dale M. Sanders, Pres.

DMS/w
End.

REFERRED TO
BY SECRETARY

RECEIVED
APR 3 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 5 - 1957
FOR FILING
30-4217
4711

Salem, Oregon
April 4, 1957

Mr. John G. Herr
Accounting

We have in the safe Check No. 962 in the amount of $395.00, submitted by O.& S.Painters, Inc., 9530 S. W. Edgewood Street, Tigard, dated April 2, 1957. At the March 28, 1957 Commission meeting they were awarded Contract No. 4897 for cleaning and painting the Springfield Bridge in Lane County, at $7,900.00. They now wish to default so have sent their check for $395 which we will hold until the matter is settled at the next Commission meeting on April 19, 1957.

OREGON STATE HIGHWAY COMMISSION

Secretary

fp

Frances
record as
in the case
#4877

REFERRED TO
Jury
BY SECRETARY

put the check in
the safe until
the meeting on the
19th when the Commiss
will decide what to do
with it.
Return the letter to
me for the agenda

RECEIVED
APR 3 - 1957
FOR FILING

2-11-17

4897

April 3, 1957

Oregon State Highway Commission

Gentlemen:

I attach hereto a letter addressed to Mr. H. H. Gleisner by Mr. Dale M. Sanders of C. & S. Painters, Inc. and offer herewith my comments relative to this matter.

As you will remember, the C. & S. Painters submitted a bid on the painting of the Springfield bridge of $7,900. The next lowest bid was $14,646, and there were eight higher bids, with the highest being $40,800.

Our estimate for this work was $15,900 and, based on our estimate and on the other bids received, I believe there is no question but that the C. & S. Painters, Inc. did make a serious error in computing the bid. They have done considerable painting work for us in the past and their services have always been satisfactory, and, based on such satisfactory service and the apparent error in their bid, I recommend that they be relieved from the forfeiture of the five per cent bid bond and that the $395 check which they have submitted be returned. We are readvertising this bridge painting job at the April 19 meeting. This matter will be on the agenda for consideration.

Very truly yours,

R. C. Williams
State Highway Engineer

RCW:hi

April 3, 1957

O. & S. Painters, Inc.
9530 S. W. Edgewood Street
Tigard, Oregon

Gentlemen:

The matter of whether or not the Highway Commission will waive the forfeiture of your bond for the painting of the Springfield bridge, which contract you have rejected, will be considered by the Commission at a meeting in Portland on April 19. You will be promptly advised of the action taken.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. Forrest Cooper
Mr. H. B. Glaisyer

O. & S. PAINTERS INC.

Industrial Painting, Sand Blasting

MErcury 9-2070 PRospect 1-4484

9530 S.W. Edgewood St. • TIGARD, OREGON

April 2, 1957

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir;

Re: Your letter of April 1, 1957
State Highway Contract #4897

Due to an error in figuring the tonage in the Springfield Bridge over the Willamette River on the McKenzie River Highway we find that we will not be able to do the work on this project for the figure of our bid of $7,900.00.

We are very sorry that this error has occurred, and in as much as this is the first time that we have had to turn down a contract we are not too familiar with the manner in which this is to be handled.

However we are enclosing our check in the amount of $395.00 as it is our understanding that the 5% proposal Bond must be forfeited.

Trusting this will be satisfactory to the Highway Commission we are

Very truly yours,

O & S PAINTERS INC.

By: Dale M Sanders
Dale M. Sanders, Pres.

DMS/w
Encl.

ECEIVED
APR 1 - 1957
TOR FILING

21-4217

4897

April 1, 1957

O & S Painters, Inc.
Route 2, Box 153
Tigard, Oregon

Gentlemen:

The State Highway Commission on March 28, 1957 awarded to you State Highway Contract No. 4897 for cleaning and painting the Springfield Bridge over the Willamette River on the McKenzie River Highway at Springfield in Lane County.

This award was based on your bid of $7,900.60, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Prebert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
FOR FILING
4897-A

September 2, 1958

Continental-National Group
175 W. Jackson Boulevard
Chicago 4, Illinois

Gentlemen:

This is in reply to your letter of August 27, 1958, asking for the name of the contractor who painted the old Springfield bridge in July of 1957.

From our records it appears that the painting contractor was the Pacific Marine Service, Building #10, Swan Island, Portland, Oregon. This was State Highway Contract #4897-A; awarded April 19, 1957; completed September 13, 1957 and accepted by the State Highway Commission on October 1, 1957.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query
Assistant Secretary

CWH:mc

M. SMITH
VICE CHAIRMAN

ROY TUCHBREITER
CHAIRMAN

E. H. FORKEL
PRESIDENT

Ref'd

Continental-National Group

NATIONAL OF HARTFORD COMPANIES NATIONAL FIRE INSURANCE COMPANY OF HARTFORD
TRANSCONTINENTAL INSURANCE COMPANY

C. L. ZOOK, VICE PRESIDENT • SECOND FLOOR, 175 W. JACKSON BOULEVARD, CHICAGO 4, ILLINOIS

August 27, 1958

LOSS AND CLAIM DEPARTMENT

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Our File No. W-32652
Insured - A. C. Woolsey
Date of Loss - 7/29/57

We would appreciate it if you would advise us the name of the contractor that painted the (old) Springfield-Glenwood Bridge in July of 1957. We sustained a loss as the result and through the negligence of this contractor and any information that you may give us will be greatly appreciated by this office.

Yours very truly,

Geo. D. Gross

GDG;lk

G. D. Gross
Subrogation Department

Pacific Pipeline Service
Bldg #10, Swan Island, Portland

RECEIVED
SEP 2 1958
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

* 497-A Mgmt - Painting
Awarded 4-19-57 McKenzie R. Lwr.
Completed 9-13-57 Lane Co.
Accepted 10-1-57
Surety: Fire & Marine Ins. Co
Agents: Jewett, Borden, Leavy
and Kern Lewis Bldg.
Port

RECEIVED
OCT 3 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
October 3, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4897-A	3 final	Pacific Marine Service	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22805	H1993319	$ 7,059.40	10-3-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 100 workdays from 4-30-57

Time Extensions: None

Completion Date: Sept. 13, 1957

Date Accepted: Oct. 1, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Oct. 4, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT - 4 1957

NOTED ON CARD

RECEIVED
SEP 25 1957
FOR FILING

Sept. 25, 1957

CERTIFIED MAIL

St. Paul Fire & Marine Ins. Co.
Pacific Dept.
200 Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

State Highway Contract No. 4897-A for maintenance painting of the Springfield Bridge on the McKenzie River Highway in Lane County was completed by the contractor, Pacific Marine Service, on Sept. 13, 1957, but has not as yet been accepted by the Commission.

Final payment in the amount of $7,059.40 will be released to the contractor after acceptance by the Commission. The total contract amount is $13,979.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Jewett, Barton, Leavy and Kern
Lewis Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
SEP 21 1957
FOR FILING

September 19, 1957

North America Companies
Claim and Loss Department
1030 American Bank Building
Portland, Oregon

Attention: Mr. L. F. Clark

Gentlemen:

We have your letter of September 16 regarding 968 A 9609, Monroe Lumber Co., pertaining to spray painting on a steel bridge between Springfield and Glenwood.

Contract 4877-A

Hamilton & Thoms, Box 726, Eugene, are constructing a new bridge across the Willamette River west of Springfield. Pacific Marine Service, Building 10, Swan Island, Portland, hold a contract with us for maintenance painting on the existing bridge across the Willamette River west of Springfield.

We hope that this letter will provide the identity that you wish. If it does not, please let us know.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

North America Companies

CLAIM AND LOSS DEPARTMENT
1030 AMERICAN BANK BUILDING
PORTLAND, OREGON
CAPITOL 3-8434

INSURANCE COMPANY OF NORTH AMERICA
INDEMNITY INSURANCE COMPANY OF NORTH AMERICA
PHILADELPHIA FIRE AND MARINE INSURANCE COMPANY

September 16,1957

Oregon State Highway Commission
Salem, Oregon

4897A - old bridge
4654 - bridge

Re: 968 A 9609
Monroe Lumber Co.
D/E: 7/12/57

Gentlemen:

On or about July 12,1957 a steel bridge located on highway 126,between Springfield and Glenwood,Oregon,was being spray painted.

It is the desire of the undersigned to obtain the name and address of the contractor who was doing this work.

Your cooperation in this matter will be greatly appreciated.

Very truly yours,

L. F. Clark

L. F. CLARK
Claim & Loss Rep.

REFERRED TO
SECRETARY

RECEIVED
SEP 17 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 26 1957
FOR FILING
2-42.1
4-197-A

August 23, 1957

Pacific Employers Insurance Company
Dexter Horton Building
Seattle 4, Washington

Attention: I. Kirlow

Gentlemen:

This is in reply to your letter of August 21, 1957, concerning Mr. Robert E. Brown, your file 36-14365, whose car was spattered with paint on the Springfield Bridge August 1, 1957. Pacific Marine Service, Building 10, Swan Island, Portland, has been awarded our Contract No. 4897A for painting this bridge. The contract is not yet completed and it may be that their operations are responsible in this claim. St. Paul Fire and Marine Insurance Company, Lewis Building, Portland, furnished the performance bond for the contract. However, it may be that the contractor's public liability surety would be liable in an instance of this sort.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:llc

PACIFIC EMPLOYERS INSURANCE COMPANY
PACIFIC GENERAL
UNDERWRITING MANAGERS.
AGENCY, INC.
GENERAL AGENTS
DEXTER HORTON BUILDING
SENECA 4646
SEATTLE 4, WASHINGTON

August 21, 1957

State of Oregon
Department of Highways
Salem, Oregon

Re: Our file 36-14365 $22.00
Robert E. Brown

Gentlemen:

Our insured, Robert E. Brown, advised that his car was paint spattered from painting being done on the Springfield, Oregon bridge.

Will you please advise if this painting was being done by the State or if by an independent contractor, the name of such contractor. This damage occurred on August 1, 1957.

Very truly yours

PACIFIC EMPLOYERS INSURANCE COMPANY

By: I. Kirlow
I. Kirlow

IK
cc F. R. Billings

REFERRED TO
BY SECRETARY

RECEIVED
AUG 2 2 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 13 1957
FOR FILING

20-4417

4897-A

May 13, 1957

Pacific Marine Service
Building 10
Swan Island
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4897-A, which was awarded to you April 19, 1957 by the State Highway Commission, for maintenance painting on the Springfield Bridge on the McKennie River Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm

Encl.

RECEIVED
APR 23 1957
FOR FILING
20-4217
4297 A

April 22, 1957

Pacific Marine Service
Building 10, Swan Island
Portland, Oregon

Gentlemen:

The State Highway Commission on April 19, 1957 awarded to you State Highway Contract No. 4897-A for cleaning and painting steel in Springfield Bridge over Willamette River on the McKenzie River Highway at Springfield in Lane County.

This award was based on your bid of $13,979. which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:e d

cc - Tom Edwards
S. H Probert
P. M. Stephenson
E. G Savage, AAC

1-(Bill) Willamette River-Navigation 1937
Locks & Dams, Upper Portland-Salem
#1398 Dam. (Lucia.)

RECEIVED
AUG 14 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
August 7, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4898	3-Final	J. C. Compton Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17935	H-187960	$ 1 500.00	8/7/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 85 workdays from 4-15-57.

Time Extensions: None

Completion Date: May 28, 1957

Date Accepted: June 27, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 12, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 13 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
AUG 1 1957
FOR FILING
1 2 M 31
4898

August 1, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4898 for fencing on the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County was completed by the contractor, J. C. Compton Company, on May 28, 1957 and was formally accepted by the Highway Commission on June 27, 1957.

Final payment in the amount of $500.00 will be released to the contractor on or after August 12, 1957. The total contract amount is $6,092.24, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Gordon Carey Insurancy Agency
334 Third St.
McMinnville, Oregon

NOTED ON CARD
cm

RECEIVED
JUL 25 1957
FOR FILING

July 25, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Company in connection with Contract No. 4898, for fencing on the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County. This payment, in the amount of $1,147.24, will be released to the contractor on or after August 5, 1957. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Gordon Carey Insurance Agency
334 Third Street
McMinnville, Oregon

NOTED ON CARD

RECEIVED
JUN 10 1957
FOR FILING

I-324(13)

4.98

June 6, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 28, 1957, on Contract 4896, Willamette River-Hayesville Section in Marion County, in connection with Federal Aid Project No. I-324(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC: Clarence G. Swenson

DHP:lmr

Form E-1—10 (—6-56

OREGON STATE HIGHWAY DEPARTMENT

I-324(13)
4898

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 1, 1957

Section Willamette River-Hayesville
Highway R. H. Baldock Freeway
Contractor J. C. Compton Company
Date of contract March 28, 1957
Date work started May 14, 1957
Project authorization $ 7,885.13
Exclusive of Engineering $ 7,324.41

Kind of work Fencing
Section prefix 24-1019
Contract number 4898
Spec work days 85 Begin April 15, 1957
Estimated date of completion May 28, 1957
Per cent of time elapsed 38 %

Estimated cost of completed project, exclusive of engineering $ 5,250.00
Estimated per cent overrun or underrun 25 %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $ 560.72
Engineering cost to date $ 250.00, 45 %
Date project was completed May 28, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work on this project completed Tuesday.

Noted
M. N. Juve

RECEIVED
JUN - 3 1957
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

CONSTRUCTION DIVISION
RECEIVED
JUN 4 1957

NOTED CE ACE ACE COE

NOTED
C. E. PAULSEN

Signed Glenn A. Starkey
Address Glenn A. Starkey, Resident Engineer
Rm 211, Lab. Bldg., Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 93632

	FENCING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	21.37				
Miles partially completed	0				
Miles completed	21.37				
Total estimated quantities (contract)	1630 rods				
Total quantities corrected to date	1220				
Estimated quantities moved or placed to date	1220				
Average daily quantities	90				
Average daily quantities necessary to complete project on time	0				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	5				

Men 4

Supervision 1

Men and trucks under 3 tons 1

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		No work
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		Holiday
Friday	"		
Saturday	"		

Form PR 2 (Revised 1950)

State Oregon

Project No. I-324(13)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of May, 19 57,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of February, 19 57, a program, which was approved on the 7th day of March, 19 57, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 13th day of March, 19 57, and the sum of seven thousand, one hundred and 00/100

dollars ($ 7,100.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 706+90 and 1835+08, northeast of Salem,

, length 21.381 miles, in Marion County, being Oregon project No. I-324(13), consisting of 21.381 miles of roadway and no bridges, of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System.

16—11379-4

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seven thousand, one hundred and 00/100 dollars ($ 7,100.00), which does not exceed the authorized Federal pro rata share of seven thousand, seven hundred nine and 90/100 dollars ($ 7,709.90), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

16—11370-6

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

By _____
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By C H Polk
District Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879-5 A4.62

May 14, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Willamette River-Hayesville Section, Project No. I-324(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WCC:ia

April 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Willamette River-Hayesville Section, Project No. I-324(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WCC:ia

Oregon State Highway Department

Federal Aid
Project No. I-324(13)

WILLAMETTE RIVER-WOODVILLE SECTION OF THE PORTLAND-

[illegible] LINE IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 19, 1957

Type Cyclo Mesh
Fencing (Sta. 7X+20 to Sta. 1035+50) (Contract No. 4454)

1,630 lin. ft.	Type 2 Fence	$4.30	$ 7,009.00
		Subtotal	$ 7,009.00
		10% Engr. & Cont.	700.90
		Total	$ 7,709.90

Length of Project 21.392 Miles
Cost of Fencing Per Mi. $360.59

Federal Funds - - -

Oregon State Highway Department

Federal Aid
Project No. I-324(13)

WILLAMETTE RIVER-HAYESVILLE SECTION OF THE PORTLAND-

SALEM EXPRESSWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 6, 1957

Type Code X007
Fencing (Sta. 706+90 to Sta. 1835+08)

1,630 lin. ft.	Type 2 Fence	$5.50	$8,965.00
	Subtotal		$8,965.00
	10% Engr. & Cont.		896.50
	Total		$9,861.50

Length of Project 21.381 Miles
Cost of Fencing per Mile $4,612.27

Federal Funds -	$9,100.00
State Funds -	761.50
	$9,861.50

RECEIVED
MAY 21 1957
FOR FILING

I-324(13)

4898

May 20, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 14, 1957, on Contract No. 4898, Willamette River-Hayesville Section, in Marion County, in connection with Federal Aid Project No. I-324(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DFP:im

RECEIVED
APR 24 1957
FOR FILING

4898

April 23, 1957

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of Contract No. 4898 and Contract No. 4899, which were awarded to you on March 28, 1957 by the State Highway Commission, as listed below:

Contract No. 4898, for fencing on the Willamette River-Hayesville Section of Portland-Salem Expressway in Marion County.

Contract No. 4899, for oiling , Division No. 2, three State Highways in Marion, Lincoln & Clackamas Counties.

A copy of each of these contracts is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

em
enc. 2

RECEIVED
APR 1 - 1957
FOR FILING

I - 4 (12)

4898

April 1, 1957

J. C. Compton Company
U. S. National Bank Building
McMinnville, Oregon

Gentlemen:

The State Highway Commission on March 28, 1957, awarded to you State Highway Contract No. 4898 for fencing the Willamette River Hayesville Section of the Portland-Salem Expressway in Marion County.

This award was based on your bid of $7,009, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

EJD
cc - Tom Edwards
S. H. Probert
R. G. Savage, SIAC
Mark Astrup

RECEIVED
APR 2 - 1957
OREGON DISTRICT
FOR FILING

I-324(13)

4898 08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 28, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4898 for Oregon Project I-324(13), Willamette River-Hayesville (Fencing) Section of the Portland-Salem Expressway, to J. C. Compton Co. of McMinnville, Oregon, low bidder in the amount of $7,009.00 at the March 28, 1957 bid opening.

Very truly yours,

C. G. Polk

C. G. Polk
District Engineer

RECEIVED
MAR 11 1957
FOR FUND

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
I- 324 (13)
4898

08-35

March 13, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-324(13), Willamette River-Hayesville Section of the Portland-Salem Expressway (Fencing).

This is to authorize your advertising for bids.

Very truly yours,

C. G. POLK
District Engineer

By E. H. Cowan
E. H. COWAN
Principal Highway Engineer

12h-h207 Division No. 2 ailing; 1957
Prel. on 3 stars Dorm.
#4999

amfile®
EST. 1868
GARRETT
N.J.
AMBERG FILE & INDEX CO.
No. RK761TN34

RECEIVED
SEP 21 1957
W. C. WILLIAMS

Contract #4899

FINAL COST ANALYSIS
Division 2 Oiling Project
Oiling
Contractor-J.C.Compton Co.
Resident Engineer-S.F. Walters

Sept. 16, 1957
Prefix 124-4207

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	15.57	Mile	$50.00	$47.76	$ 743.69	$ 778.50
Hauling Aggregate	802.5	Yd.Mi.	.15	.16	127.53	120.38
Placing Aggregate	720	C.Y.	1.25	1.23	889.53	900.00
Furnish & Placing Aggr.	3,165	C.Y.	4.25	4.07	12,885.93	13,451.25
120-150 Asphalt	326.64	Ton	40.00	37.08	12,114.30	13,065.60
Force Account (Flagging)					156.45	156.45
					$26,917.43	$28,472.18

Gross Revenue	$28,472.18
Total Cost	26,917.43
Profit	$ 1,554.75

Net profit equals 5.5 per cent of gross revenue.

RECEIVED
1 1 1957
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COSTS

L A B O R		
Labor		$4,036.90
Labor Insurance		322.95
Health and Welfare		141.29
		$4,501.14
M A T E R I A L S		
120-150 Asphalt	326.64 at 27.00	$8,819.28
Freight on Asphalt	326.64 at 4.45	1,456.34
Gravel Purchased From Ore. Gravel Co.		2,590.45
Gravel Purchased From Santiam Rock Products Inc.		3,279.85
		$16,145.92
E Q U I P M E N T R E N T A L & M I S C. S U P P L I E S		
Equipment Rental Owned		$2,860.08
Equipment Rental Hired		119.40
Gas, Oil and Grease		1,567.63
Bond		133.16
PUC		171.87
PL and PD Insurance		63.02
Small Tools & Misc. Supplies		125.50
Freight and Cartage		375.55
Home Office and General Overhead		854.16
		$6,270.37
		$26,917.43

DIVISION #2 OILING

Contract #4899

R E M A R K S:

This was a State Project calling for the oiling of 16.37 miles of DO-30 oil mat wearing surface on three units of the Woodburn - Estacada, Silver Creek Falls, and Corvallis-Newport Highways in Marion, Lincoln, and Clackamas counties.

The contract was bid and awarded March 28, 1957. Work started June 7, 1957, and the project was completed June 29, 1957.

The contractor moved in and started oiling on the Woodburn-Estacada Highway Unit "C" on June 9, 1957. The aggregate for this project was purchased from the Oregon Gravel Company from Salem. After this section was completed the contractor moved to the Silver Creek Falls Highway, and the aggregate was purchased from the Santiam Rock Products Company located at Stayton. The contractor worked two days on this project; then, when it rained for two to three days, moved to the Corvallis-Newport Highway, where the aggregate was furnished from State stockpiles at Chitwood. After this section was completed the contractor moved back to the Silver Creek Falls Highway and completed this section.

Equipment used on the oiling jobs were one Distributor, two Transports, one Front end Loader, one Cat #12 Blade, one Power Broom, seven trucks and one pilot car.

The contractor had good bid prices, good equipment and supervision, but due to the two days rain resulting in extra expense for moving, recognized only a small profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

file

RECEIVED
SEP 13 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
September 12, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
124-4207	3-Final	J. C. Compton Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20684	H191308	$ 2,2[illegible].34	Sept. 11, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapueske
ACCOUNTING DIVISION

Specified completion Date: 60 workdays from 6-1-57

Time Extensions: None

Completion Date: June 29, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 16, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

SEP 17 1957

NOTED ON CARD

RECEIVED
SEP 1 - 1957
FOR FILING

September 4, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco, California

Gentlemen:

State highway contract No. 4899 for work performed on the Division No. 2 Section of 3 State Highways in Marion, Lincoln and Clackamas Counties was completed by the contractor, J. C. Compton Co., on June 29, 1957 and was formally accepted by the Highway Commission on August 8, 1957.

Final payment in the amount of $1,284.34 will be released to the contractor on or after September 14, 1957. The total contract amount is $28,472.18, of which amount $156.45 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Glens Falls Insurance Co.
Gordon Carey Ins. Agency
334 Third St.
McMinnville, Oregon

NOTED ON CARD
9.457

RECEIVED
JUL 25 1957
FOR FILING
124 4207
4899

July 25, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to J. C. Compton Company a portion of the funds heretofore retained by the Commission on Contract No. 4899, for Division No. 2 Oiling Project on 3 State Highways in Marion, Lincoln, and Clackamas Counties.

This payment, in the amount of $10,570.47, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $840.86. The present payment will be released on or after August 5, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Gordon Carey Insurance Agency
334 Third St.
McMinnville, Oregon

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 29, 1957, 19

Section Division 2 Oiling Project

Highway 3 State Highways County Marion; Lincoln Clackamas

Contractor J.C.Compton Co.

Date of contract March 28, 1957, 19

Date work started , 19

Project authorization . . . . . $ 33,109.88

Exclusive of engineering . . . . $ 30,755.40

Estimated cost of completed project, exclusive of engineering . . . . . $ 30,755.40

Estimated per cent overrun or underrun . . . . . none %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 2354.48

Engineering cost to date $ 2000, 85 %

Kind of work Oiling

Section prefix 124-1207

Contract number 4899

Specified work days 60

Work days used 16

Per cent of time elapsed 27 %

Date project was completed June 29, 1957, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the Unit of the Newport Corvallis Highway westerly from Chitwood and moved back to the Silver Creek Falls Highway Unit and completed that unit. This also involved the repair of the part from the Cottage Farm intersection to the Silver Creek Falls Intersection which had been palced and whichapparently responded to stripping from a rain that fell the next day. Fianl estimate will be submitted as soon as a man returns from illness. All others on urgent field work.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
JUL 1 1957
HIGHWAY DEPT.

Noted
M. N. Juve

Signed S J Walles

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				16.37	
Miles partially completed					
Miles completed				16.37	
Total estimated quantities (contract)				3630	
Total quantities corrected to date				3155	
Estimated quantities moved or placed to date				3155	
Average daily quantities				297	
Average daily quantities necessary to complete project on time				complete	
Number shifts per day				1	
Hours per shift				10	
Average force on project for week				17	

Men 8

Supervision 2

Men and trucks under 3 tons

Men and trucks over 3 tons 7

Men and tractors

Equipment used during week: Shovels Loader 1, Power graders 2, Rollers 2, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., Distr. 1 Broom 1 . . .., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Threatening	10	No oiling a/c threatening
Thursday	Par Cldy		
Friday	" Warm		
Saturday			

RECEIVED
APR 25 1957
FOR FILING

4817

April 23, 1957

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of Contract No. 4898 and Contract No. 4899, which were awarded to you on March 28, 1957 by the State Highway Commission, as listed below.

Contract No. 4898, for fencing on the Willamette River-Hayesville Section of Portland-Salem Expressway in Marion County.

Contract No. 4899, for oiling, Division No. 2, three State Highways in Mation, Lincoln & Clackamas Counties.

A copy of each of these contracts is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

em
enc. 2

RECEIVED
APR 1 - 1957
FOR FILING

124-57

11879

April 1, 1957

J. C. Compton Company
U. S. National Bank Building
McMinnville, Oregon

Gentlemen:

The State Highway Commission on March 28, 1957, awarded to you State Highway Contract No. 4899 for an oiling project in Division No. 2 on three State highways near Toledo, Salem and Woodburn, in Marion, Lincoln and Clackamas counties.

This award was based on your bid of $26,631, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully,

Secretary
OREGON STATE HIGHWAY COMMISSION

ejd

cc - Tom Edwards
S. A. Probert
R. G. Savage, AIAC

330-17?.1 Wild Horse Cr. Br. in the 1 57
City of Adams
#4200

Special State Tax Street Fund Agr. # 126

RECEIVED
SEP 23 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) September 19, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
330-1711	4 Final	Harold E. Ray & L. O. Fusty	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4900	H192038	$ 875.11	Sept. 19, 1957
21427			

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapmeske
ACCOUNTING DIVISION

Specified completion Date: 100 workdays from 4-10-57

Time Extensions: None

Completion Date: July 10, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 20, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 20 1957

NOTED ON CARD

RECEIVED
SEP 10 1957
FOR FILING

September 9, 1957

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Building
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4900 for work performed on the Wild Horse Creek Bridge on Preston Street in the city of Adams, Umatilla County, was completed July 10, 1957 by the contractor, Harold E. Ray & L. O. Fusby, Hermiston, and was formally accepted by the Highway Commission on August 8, 1957.

Final payment in the amount of $875.11 will be released to the contractor on or after September 19, 1957. The total contract amount is $10,070.16, and no force account work was performed on the contract.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc:
United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Building
Portland 4, Oregon

fp

4900

9-9-57

NOTED
Harold C. Ayers

4990

August 22, 1957

Mr. Frank Bryson
City Recorder
Adams, Oregon

NOTED
John F. Hagemann

Dear Sir:

This is to advise that work on Contract No. 4990 with L. O. Fusby and Harold E. Ray for constructing the Wild Horse Creek Bridge on Preston Street in Adams was completed on July 10, 1957.

Under the terms of the agreement dated March 28, 1957, the City assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

RECEIVED
JUL 15 1957
FOR FILING

230-1111

July 15, 1957

Harold E. Ray and L. O. Fusby
Contractors
760 E. Ridgeway
Hermiston, Oregon

Attention: Mr. L. O. Fusby

Gentlemen:

Received in this morning's mail was your letter of July 11 stating that the check in the amount of $5,088.65 in payment of Estimate No. 2 on your Contract No. 4900, for construction of the Wild Horse Creek Bridge, was lost in the mail and requesting that payment of the check be stopped and a new checked issued.

Payment of this check has been stopped as you requested, and our Accounting Division will send you the papers that are required for issuance of a duplicate. In the event that the check should turn up please wire us to that effect so we can cancel the stop payment order.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: C. H. Maison

760 East Ridgeway
Hermiston
Oreg.
7/11/57

Mr H.B Glaisyer
Sec. Oregon State Hy. Dept
Salem Oreg.

Dear Sir

State check in amount of $6088.00 apparently is lost in the mail; the check is in payment of Estimate #2 on Wild Horse Creek Bridge, contract #4900

I would appreciate it if you would stop payment on above check; and issue a new one, to me for same estimate.

Your early attention would be appreciated, as we could use the money.

Sincerely
Harold C Roy
and
L.O Tusby
By L.O Tusby

ANSWERED
H. B. GLAISYER

RECEIVED
JUL 15 1957
STATE HIGHWAY COMMISSION

RECEIVED
APR 24 1957
FOR FILING

4900

April 23, 1957

Harold E. Ray & L. O. Fusby
760 E. Ridgeway Ave.
Hermiston, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4900, which was awarded to you on March 28, 1957 by the State Highway Commission, for Wild Horse Creek Bridge, Preston St., City of Adams, Umatilla County, Oregon.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm
enc.

RECEIVED
APR 17 1957
FOR FILING

330-1711

4900

Salem, Oregon
April 3, 1957

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

Attention: Mr. John D. Graham
Office Engr.

#121

Attached hereto is a conformed copy of an agreement with the City of Adams covering the $250,000 Special Fund Project for construction of a bridge over Wild Horse Creek on Preston Street in Adams.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Adams, Oregon.

Secretary

rn
Attach: 1

FORM E30—50M—11-55—30284

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1957

SUBJECT: $250,000 Fund Agreement
Adams

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the $250,000 Fund project for the construction of a bridge over Wild Horse Creek on Preston Street in Adams. Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This project was approved by the Highway Commission on December 17, 1956.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date March 22, 1957

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-17-56 Minute Page 29
Secretary

RECEIVED
APR 1 - 1957
FOR FILING

April 1, 1957

Messrs. Harold E. Ray &
L. O. Fusby

Hermiston, Oregon

Gentlemen:

The State Highway Commission on March 28, 1957, awarded to you State Highway Contract No. 4900 for construction of Wild Horse Creek Bridge on Preston Street in the city of Adams in Umatilla County.

This award was based on your bid of $9,970, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully,

Secretary
OREGON STATE HIGHWAY COMMISSION

ejd
cc - Tom Edwards
C. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

Original

ORDINANCE NO. 122

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF Adams, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF The Bridge over Wild Horse Creek on Preston Street ~~Cut~~, A DISTANCE OF APPROXIMATELY 0.01 MILES AND DECLARING AN EMERGENCY.

Whereas the City of Adams, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision or ORS 366.800 and 366.805, and,

Whereas the State Highway Commission has accepted such application for the improvement of The Bridge over Wild Horse Creek on Preston Street, a distance of approximately — mile, and,

Whereas in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $20,000 and the City of Adams to pay all cost in excess of $20,000, the City of Adams does ordain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Adams, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of The Bridge over Wild Horse Creek on Preston Street and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1957 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Adams, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated Feb-23-1893.

AYES 6

NAYES 0

Submitted to and approved by the Mayor the 14 day of March, 1957

By Carl Christian
Mayor

ATTEST:
Frank Bryson
City Recorder

ORDINANCE NO. 122

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF ADAMS, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF THE BRIDGES OVER WILD HORSE CREEK ON PRESTON STREET, A DISTANCE OF APPROXIMATELY 0.01 MILES AND DECLARING AN EMERGENCY.

Whereas the City of Adams, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision or ORS 366.800 and 366.805, and ,

Whereas the State Highway Commission has accepted such application for the improvement of The Bridge Over Wild Horse Creek on Preston Street, a distance of approximately 0.01 mile, and,

Whereas in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $20,000 and the City of Adams to pay all cost in excess of $20,000, the City of Adams does ordain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Adams, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of The Bridge Over Wild Horse Creek on Preston Street and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1957 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said peace, health, and credit of the people of the City of Adams, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated Feb-23 1893.

AYES 6

NAYES 0

Submitted to and approved by the Mayor the 14 day of March, 1957.

By Carl Ehrenbeis
Mayor

ATTEST:

Frank Bryson
City Recorder

NOTED
V. R. JONES

NOTED
Harold C. Ayers

March 5, 1957

Mr. Frank Bryson
City Recorder
Adams, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

The State Highway Commission plans to call for bids at its March meeting for construction of the Wild Horse Creek Bridge in Adams. Enclosed are three copies of an agreement covering this project. This agreement is in accordance with the Special City Allotment project as requested by the City and approved by the State Highway Commission.

Will you please have the City Council pass an ordinance, similar to the attached example, authorizing the Mayor and Recorder to sign the agreement. Please include a copy of this ordinance with the signed copies of the agreement.

As the contract cannot be awarded until the signed copies of the agreement are in our hands, will you please have the Mayor and Recorder sign the agreement, with their signatures attested by a third party, stamp with the City Seal, and return all signed copies to this office prior to March 18, 1957. After signature by the State Highway Commission a fully executed copy of the agreement will be returned for the City's records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
C. G. SWENSON

Clarence G. Swenson
Acting Engr., County and City Relations

HCA:mm
Encl.

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
March 5, 1957

Adams
$250,000 Special City Allotment Project
Bridge over Wild Horse Creek

Mr. Tom Edwards
O F F I C E

Attention: Mr. E. A. Pease

I. r. [illegible]AN

Herewith is the vicinity map and other pertinent data for the proposed subject bridge.

It would be appreciated if you would include a sum of money for a State Force Work Order to re-oil the street at bridge ends.

The data has been checked and found to be consistent with the project proposed by the city and approved by the State Highway Commission on December 17, 1956.

H. C. Ayers
Field Engr., County & City Relations

HCA:mm

cc: Mr. Ivan D. Merchant,
Asst. Bridge Engineer

PS: Mr. Merchant: We have received the prints of your Drawing No. 13211. . . . The city has approved the plan of bridge on previous drawing which you had submitted to this office.

HCA

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

FORM S-30 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1957

SUBJECT: Proposed Wild Horse Creek Bridge

To:

Mr. Clarence G. Swenson
County and City Relations Engineer
O f f i c e

Attached hereto please find two prints of our Drawing No. 13211, covering details for the proposed Wild Horse Creek Bridge on Preston Street in Adams, Oregon.

Our estimate of the cost of this structure is $12,200 and with 12½% added, a total project cost of $13,725.

These prints are sent you so that they may be submitted to the City for approval, if you deem that is necessary.

Ivan D. Merchant
Assistant Bridge Engineer

IDM/mm

Attached

MAR 4 1957
CITY RELATIONS

NOTED
C. G. SWENSON

Salem, Oregon
December 18, 1956

NOTED
Harold C. Adams

Mr. P. M. Stephenson
Bridge Engineer

NOTED
J. F. HAMILTON

At its December 17-18 meeting the Highway Commission approved a Special City Allotment project in the City of Adams, for the construction of a bridge over Wild Horse Creek on Preston Street, as shown on your Drawing No. 8213A.

It would be appreciated if you would take the necessary steps to prepare this project for performance by contract.

Clarence G. Swenson
Acting Engineer, County & City Relations

HCA:te

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
H. [illegible]

December 18, 1956

Mr. Frank Bryson
City Recorder
Adams, Oregon

NOTED
J. F. HALLEMANN

Dear Mr. Bryson:

On December 17, 1956 the State Highway Commission approved a project for the construction of a bridge over Wild Horse Creek on Preston Street, as requested by the city, to be constructed from the 1957 Special City Allotment Fund.

The project as approved is shown on the attached summary. You will be contacted at a later date to work out the details of the project and to negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engineer, County & City Relations

HCA:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
J. R. JONES

Salem, Oregon
July 2, 1956

Wild Horse Creek Bridge,
Adams

Mr. P. M. Stephenson
Bridge Engineer

Attention: Mr. Ivan D. Merchant

NOTED
Harold C. Ayers

We acknowledge receipt of six copies of your Drawing No. 8213-A with estimate of cost for construction of the Wild Horse Creek Bridge on Preston Street in Adams.

The city of Adams has requested the rebuilding of this bridge under the $250,000 Special City Allotment fund. This proposed project, along with others, will be submitted to the Commission for their approval sometime this fall.

If approved the bridge will be built by contract at the expense of the $250,000 fund.

H. C. Ayers
Field Engr., County & City Relations

HCA:mm

NOTED
J. F. [illegible]

FORM E-30X—97,500—2-55—62997

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1956

SUBJECT:

To: Mr. John W. Cattrall
County and City Relations Engineer
Oregon State Highway Department
Salem, Oregon

Attached hereto, please find six prints of our Drawing No. 8213-A, covering proposed layout for the Wild Horse Creek Bridge on Preston Street in Adams. This structure is estimated to cost $10,900 on the basis of present contract prices and including 12½ percent for contingencies.

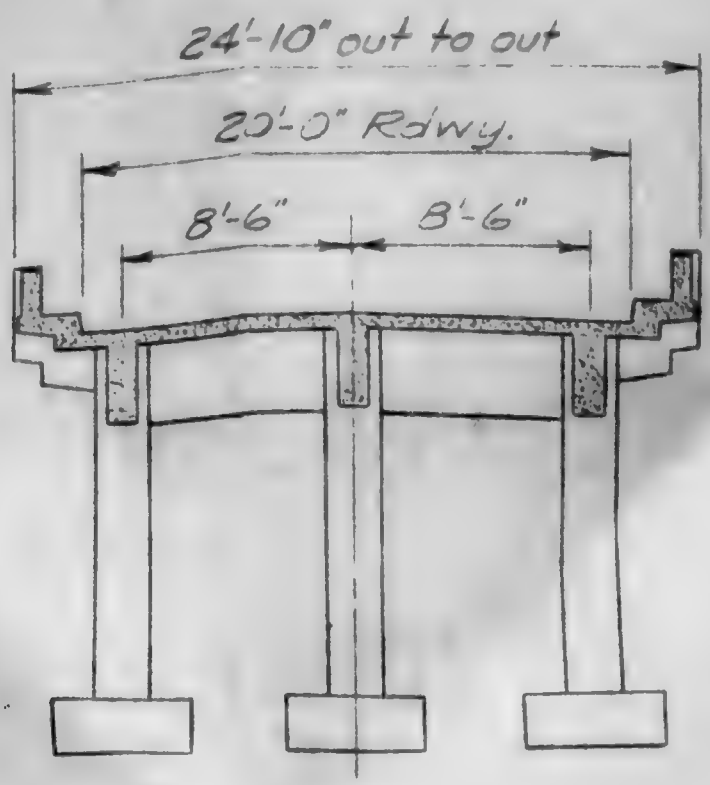
Please advise us of the wishes of the City on this project so that we may proceed with the preparation of contract plans. We should also be advised as to the method of construction, that is, whether the Commission is to call for bids and refer the bids to the City for award of if the City desires to build the structure with their own forces.

Ivan D. Merchant
Assistant Bridge Engineer

IDM:eh

Attached

RECEIVED
JUL 2 1956



20'-0" Rdwy.

To Hwy. #11

SECTION

Approved:

Bridge Engineer

OREGON
STATE HIGHWAY COMMISSION

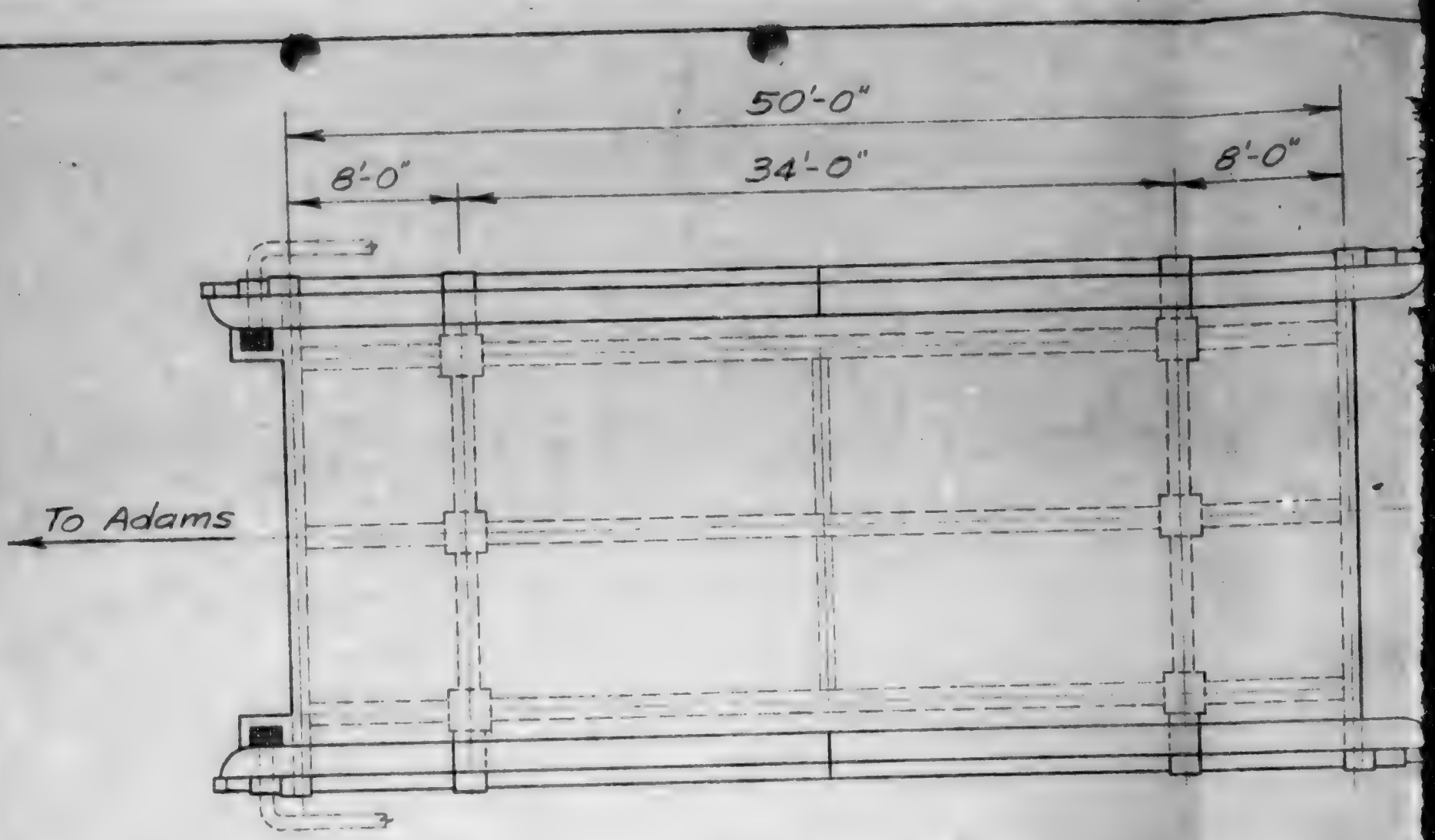
WILD HORSE CREEK BRIDGE

PRESTON ST. - ADAMS, ORE.

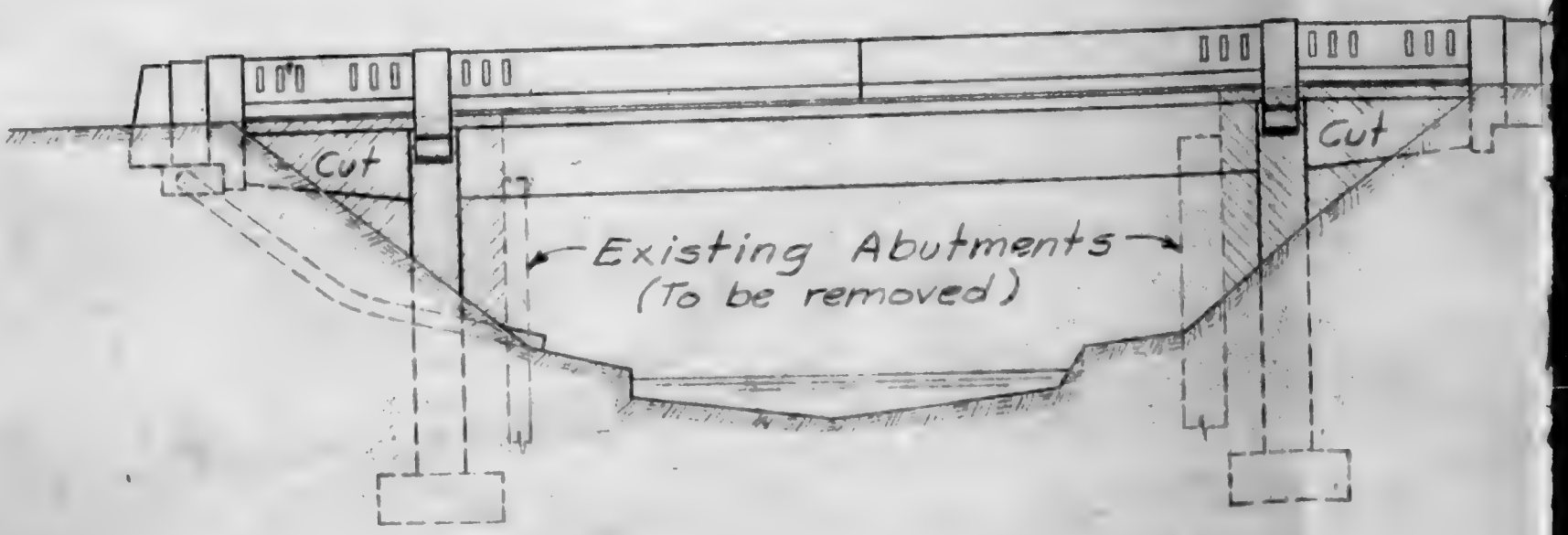
UMATILLA COUNTY

JUNE 27, 1956 DRAWN BY J.H.W. BRIDGE NO. 8213

SCALE: 1/8" = 1'-0" DRWG. NO. 8213-A



PLAN



ELEVATION

Salem, Oregon
May 29, 1956

Mr. P. M. Stephenson
Bridge Engineer
O F F I C E

The City of Adams has requested that we rebuild the Preston Street bridge over Wild Horse Creek in Adams under a $250,000 Special City Allotment project.

Will you please, at your convenience, furnish us an estimate for the rebuilding of this bridge. Attached please find a City map with the location of this bridge marked in red.

Harold C. Ayers
Field Engr., County & City Relations

HCA:te
Att.

6 6 10

250,000 1957 Adams

4-10-56

Investigated Condition of Preston Street bridge over Wild Rose Creek in Adams, and found it to be in a Very unsafe Condition, a 28' Pony truss, wooden, 20' wide Concrete piers, 10 - 4x12 stringers. Chords rotted away and entire bridge should approximately 8" to the west side, Posted 6 tons.

Could not locate Mr Chas. Ingalls, but advised his wife that bridge was dangerous, she referred me to an elderly gentleman who "around me that the City knew the bridge was poor, and that is why they had requested that it be removed.

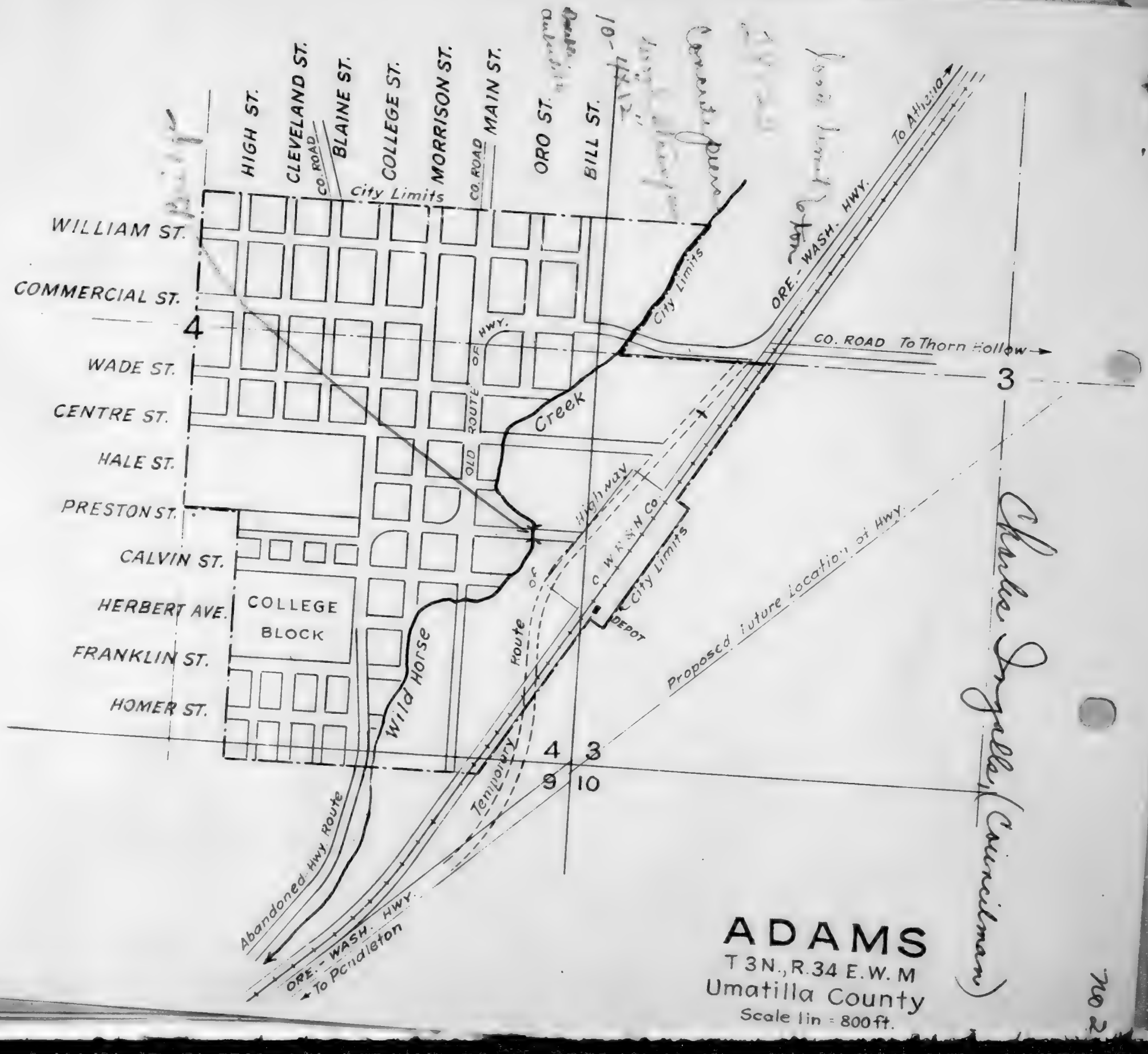
Heavy through passenger buses now using this bridge and I advised one driver from the north and one from the south that I believed the bridge to be unsafe They promised to advise their superiors

Took pictures and advised John Cottrell of above. He advised Mr. Stevenson who called Larry Smeltzer and asked him to investigate.

5-24-56
Bridge Now Out
Steel Barricaded

1466

Requested Bridge Dept to give estimate.
$3,000



ADAMS

T 3N., R. 34 E. W. M

Umatilla County

Scale 1 in = 800 ft.

702

FORM S-123 5M5 REVISED 2-56

#20

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 26, 1956

Mr. Frank Bryson
City Recorder
Adams, Oregon

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

Dear Sir:

This is to acknowledge receipt of a resolution adopted by the City of Adams requesting aid from the annual $250,000 Special City Allotment Fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1957 program.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

NOTED
J. F. HAGEMANN

No. 20

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of ADAMS is an incorporated city of the State of Oregon, and has a population of 202, as given by the latest official census, and (March 1956 census)

WHEREAS, the following streets of said city, Preston

Form cc-50 (1953 Rev.)
Special City Allotment

ADAMS

T.3N., R.34 E.W.M

Umatilla County

Scale 1in. = 800ft.

Rev. 8-19-49

1.

Adams Oregon
Feb 14, 1956

Mr John W Cattrall
Engineer, County and city Relation
State Highway Dept
Salem Oregon

Dear Sir

As by the letter of January 16, 1956, from the Highway dept, stating they have fund for small cities with problems on streets, we would like to have an application Blank to seek some street help.

NOTED
J. W. CATTRALL

yours Sincerely
Frank Bryson
Recorder
city of Adams
Adams Oregon

Forms Sent
2-16-56

NOTED
V. R. JONES

FEB 16 1956

RECEIVED
FEB 16 1956
STATE HIGHWAY COMMISSION

FORM E-123 SOM REVISED 2-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 16, 1956

Mr. Leonard Calhoun
City Recorder
Adams, Oregon

Dear Sir:

Your attention is invited to the fact that ORS 366.805 provides for withdrawal from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of $250,000 annually, said sum to be set up in a separate account to be administered by the State Highway Commission and to be spent by said Commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic.

The State Highway Commission has established certain regulations or requirements as a basis for the allocation of this fund, and a copy of these regulations is attached.

In order to have sufficient time to complete the investigations, work up the 1957 program, and present it to the Highway Commission for approval, it is highly desirable that applications be made early. It is suggested that any city under 5,000 population which feels that it has a street which qualifies under the law should have its application on file in this office by August 1, 1956 Applications may be obtained by writing to John W. Cattrall, Engineer, County and City Relations, c/o State Highway Department, Salem, Oregon.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Deputy State Highway Engineer

Att.

I-35(2) [illegible], Thompson-Rowena 1957
[illegible]. Columbia River Hwy.
Misc.

RECEIVED
JAN 30 1961
FOR FILING

Monthly transaction number

Project report number
15

I-35(4)

4977
58

Form PR-2A
(5-31-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Wasco

Project number: I-80N-3(3)68

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 23, 19__, is hereby modified as follows:

Revised estimated total cost of project $ 504,207

Revised Federal funds $ 460,282

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23 day of January, 19 61.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX By C. G. Polk
Division Engineer

By: R. C. Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

January 19, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the West Unit, Shogren-Rowena Section, Project No. I-80N-3(3)68.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer.

RLP:jb

RECEIVED

Monthly transaction number	Form PR-2A (6-31-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
6-84			County: Wasco
Project report number: 12		MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project number: I-82-3(3)68 (I-35(9) - Old)

I-35(9)

4901

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 13, 19 57, is hereby modified as follows:

Revised estimated total cost of project $ 479,138.00

Revised Federal funds $ 441,900.00

Other revisions: The project number has been revised to conform to the new Interstate numbering system. Previous project number was I-35(9).

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23 day of June, 19 58.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

Chairman, State Highway Commission
(Title)

By _____

Member, State Highway Commission
(Title)

By _____

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. O. Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11170

June 17, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the West Unit, Shogren-Rovena Section, Project No. I-82-3(3)68, [I-35(9)].

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

RNC:nm

May 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate revised to include Shogren Overcrossing Structure, as a basis for modification of project agreement for the West Unit, Shogren-Rowena Section, Project No. I-35(9).

The construction contract for the Shogren Overcrossing completes the contracting of all construction items programmed under Project No. I-35(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:ia

Oregon State Highway Department

Federal Aid
Project No. I-35(9)

WEST UNIT, SHOCKEN-ROSEBA SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon May 1, 1958

Type Code P.E.

Preliminary Engineering	All Required		$ 22,000.00

Type Code 0010
Roadway (Sta. 1575+73.77 to Sta. 1756+00)(Contract No. 4901)

Clearing and Grubbing	All Required		5,000.00
Drainage Excavation, Unclassified	100 cu.yds.	5.00	500.00
General Excavation, Unclassified	239,000 cu.yds.	.85	203,150.00
Short Overhaul	876,300 yd.sta.	.015	13,144.50
Long Overhaul	20,100 C-yd.sta.	.45	9,045.00
Finishing Roadbed and Slopes	2.79 miles	1,200.00	3,348.00
18-inch Corrugated Metal Pipe	50 lin.ft.	5.20	260.00
48-inch Corrugated Metal Pipe	34 lin.ft.	22.90	778.60
60-inch Corrugated Metal Pipe, 10-gage	36 lin.ft.	35.70	1,285.20
12-inch Concrete Pipe	360 lin.ft.	2.40	864.00
18-inch Concrete Pipe	170 lin.ft.	4.15	705.50
24-inch Concrete Pipe	280 lin.ft.	6.00	1,680.00
36-inch Concrete Pipe	70 lin.ft.	10.25	717.50
18-inch Concrete Pipe, Extra Strength	110 lin.ft.	4.55	500.50
24-inch Concrete Pipe, Extra Strength	80 lin.ft.	6.85	548.00
8-inch Metal Drain Pipe	80 lin.ft.	2.65	212.00
Salvaging Culvert Pipe	90 lin.ft.	5.00	450.00
Class "A" Concrete in Box Culverts	80 cu.yds.	78.00	6,240.00
Metal Reinforcement in Box Culverts	12,300 lbs.	.15	1,845.00
Salvaging Guard Rail	450 lin.ft.	1.00	450.00
			$250,723.80
Flagging (57½ of Contractors Cost)	All Required		2,500.00
	Subtotal		$253,223.80
	10% Engr. & Cont.		25,322.38
	Total		$278,546.18

Type Code X121
Shogren Overcrossing (Sta. 1575+73.77 to Sta. 1579+61.20)(Contract No. 5140)

Alter Existing Structure	All Required		$ 7,000.00
Structural Excavation	902 cu.yds.	5.00	4,510.00
Furnish Steel Pile Shells	880 lin.ft.	5.00	4,400.00
Drive Steel Pile Shells	11 only	75.00	825.00
Furnish Treated Timber Piling	7,450 lin.ft.	1.20	8,940.00
Drive Timber Piles	149 only	45.00	6,705.00
Class "A" Concrete	1,252 cu.yds.	68.00	85,136.00
Metal Reinforcement	343,900 lbs.	0.12	41,268.00
Metal Rail	406 lin.ft.	7.00	2,842.00
			$161,626.00
Work by U.P. Railroad	All Required		730.00
	Subtotal		$162,356.00
	10% Engr. & Cont.		16,235.60
	Total		$178,591.60

Length of Roadway	2.793 miles
Length of Structure	0.059 mile
Total Length	2.852 miles
Cost of Roadway per mile	$99,730.10

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 22,000.00	$ 20,000.00	$ 2,000.00
Roadway	278,546.18	257,000.00	21,546.18
Structure	178,591.60	164,900.00	13,691.60
	$479,137.78	$441,900.00	$37,237.78

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

WEST UNIT, SHOGREN-ROWENA SECTION
Project No. I-35(9)

Summary of Work by Union Pacific Railroad

Rearrange R/W Fences, signs and signals	All Required	380.00
Furnish and Install guard rails on main and passing tracks	All Required	360.00
	Subtotal	$ 740.00
	Less Estimated Salvage	10.00
		$ 730.00

Oregon State Highway Department

Federal Aid
Project No. I-35(9)

WEST UNIT, SHOGREN-CORBETT SECTION OF THE
COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 21, 1957

Type Code P.E.				
All Required	Preliminary Engineering			$22,000.00
Type Code 0010				
Roadway (Sta. 1575+73.77 to Sta. 1756+00)				
All Required	Clearing and Grubbing			$15,000.00
100 cu. yds.	Drainage Excavation, Unclassified		$3.00	300.00
239,000 cu. yds.	General Excavation, Unclassified		1.00	239,000.00
876,300 yd. sta.	Short Overhaul		0.015	13,144.50
20,100 C-yd.sta.	Long Overhaul		0.40	8,040.00
2.79 mile	Finishing Roadbed and Slopes		1,000.00	2,790.00
50 lin. ft.	18 Inch Corrugated Metal Pipe		5.00	250.00
34 lin. ft.	48 Inch Corrugated Metal Pipe		25.00	850.00
36 lin. ft.	60 Inch Corrugated Metal Pipe, 10 gage		35.00	1,260.00
360 lin. ft.	12 Inch Concrete Pipe		2.50	900.00
170 lin. ft.	18 Inch Concrete Pipe		4.50	765.00
280 lin. ft.	24 Inch Concrete Pipe		6.00	1,680.00
70 lin. ft.	36 Inch Concrete Pipe		10.00	700.00
110 lin. ft.	18 Inch Concrete Pipe Extra Strength		5.00	550.00
80 lin. ft.	24 Inch Concrete Pipe Extra Strength		6.75	540.00
80 lin. ft.	8 Inch Metal Drain Pipe		2.50	200.00
90 lin. ft.	Salvaging Culvert Pipe		2.50	225.00
80 cu. yds.	Class "A" Concrete in Box Culverts		60.00	4,800.00
12,300 lbs.	Metal Reinforcement in Box Culverts		0.15	1,845.00
450 lin. ft.	Salvaging Guard Rail		2.50	1,125.00
				$293,964.50
All Required	Flagging (57½ of Contractor's Cost)			2,500.00
		Subtotal		$296,464.50
		10% Engr. & Cont.		29,646.45
		Total		$326,110.95

Length of Roadway 2.779 Miles
Length of Structure 0.073 Mile
Total Length 2.852 Miles
Cost of Roadway per Mile $117,348.30

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 22,000.00	$ 20,000.00	$ 2,000.00
Roadway	326,110.95	301,000.00	25,110.95
	$348,110.95	$321,000.00	$27,110.95

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$22,000.00	~~$ 13,000.00~~	~~$ 9,000.00~~
Roadway	337,288.05	311,000.00	26,288.05
	$359,288.05	~~$324,000.00~~	~~$35,288.05~~
			28,05

September 26, 1957

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the West Unit, Shogren-Rowena Section, Project No. I-35(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:ia

Oregon State Highway Department

Federal Aid
Project No. I-35(9)

WEST UNIT, SHOGREN-ROWENA SECTION OF THE COLUMBIA

RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon September 25, 1957

Type Code P.E.

All Required	Preliminary Engineering		$ 22,000.00

Type Code 0010
Roadway (Sta. 1575+73.77 to Sta. 1756+00)(Contract No. 4901)

All Required	Clearing and Grubbing		$ 5,000.00
100 cu. yds.	Drainage Excavation, Unclassified	$ 5.00	500.00
239,000 cu. yds.	General Excavation, Unclassified	.85	203,150.00
876,300 yd. sta.	Short Overhaul	.015	13,144.50
20,100 C-yd. sta.	Long Overhaul	.45	9,045.00
2.79 miles	Finishing Roadbed and Slopes	1,200.00	3,348.00
50 lin. ft.	18-inch Corrugated Metal Pipe	5.20	260.00
34 lin. ft.	48-inch Corrugated Metal Pipe	22.90	778.60
36 lin. ft.	60-inch Corrugated Metal Pipe,10 Gage	35.70	1,285.20
360 lin. ft.	12-inch Concrete Pipe	2.40	864.00
170 lin. ft.	18-inch Concrete Pipe	4.15	705.50
280 lin. ft.	24-inch Concrete Pipe	6.00	1,680.00
70 lin. ft.	36-inch Concrete Pipe	10.25	717.50
110 lin. ft.	18-inch Concrete Pipe, Extra Strength	4.55	500.50
80 lin. ft.	24-inch Concrete Pipe, Extra Strength	6.85	548.00
80 lin. ft.	8-inch Metal Drain Pipe	2.65	212.00
90 lin. ft.	Salvaging Culvert Pipe	5.00	450.00
80 cu. yds.	Class "A" Concrete in Box Culverts	78.00	6,240.00
12,300 lbs.	Metal Reinforcement in Box Culverts	.15	1,845.00
450 lin. ft.	Salvaging Guard Rail	1.00	450.00
			$ 250,723.80
All Required	Flagging (57½% of Contractor's Cost)		2,500.00
	Subtotal		$ 253,223.80
	10% Engr. & Cont.		25,322.38
	Total		$ 278,546.18

Length of Roadway	2.779 miles
Length of Structure	0.073 miles
Total Length	2.852 miles
Cost of Roadway Per Mile	$100,232.52

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 22,000.00	$ 20,000.00	$ 2,000.00
Roadway	276,546.18	257.000.00	21,546.18
	$300,546.18	$277,000.00	$ 23,546.18

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

Retained in Program Status:

Work: Shogren R. R. Overcrossing

Federal Funds: $ 249,000.00

Oregon State Highway Department

Federal Aid
Project No. I-35(9)

WEST UNIT, SHOGREN-ROWENA SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany Shogren Overcrossing plans and specifications. Not at a basis for modified project agreement.)

Salem, Oregon, January 13, 1958

Type Code P. E.

Preliminary Engineering	All Required		$ 22,000.00

Type Code 0010
Roadway (Sta. 1575+73.77 to Sta. 1756+00) (Contract No. 4901)

Clearing and Grubbing	All Required		5,000.00
Drainage Excavation, Unclassified	100 cu. yds.	$ 5.00	500.00
General Excavation, Unclassified	239,000 cu. yds.	0.85	203,150.00
Short Overhaul	876,300 yd. sta.	0.015	13,144.50
Long Overhaul	20,100 C-y.sta.	0.45	9,045.00
Finishing Roadbed and Slopes	2.79 miles	1,200.00	3,348.00
18-inch Corrugated Metal Pipe	50 lin. ft.	5.20	260.00
48-inch Corrugated Metal Pipe	34 lin. ft.	22.90	778.60
60-inch Corrugated Metal Pipe, 10 Gage	36 lin. ft.	35.70	1,285.20
12-inch Concrete Pipe	360 lin. ft.	2.40	864.00
18-inch Concrete Pipe	170 lin. ft.	4.15	705.50
24-inch Concrete Pipe	280 lin. ft.	6.00	1,680.00
36-inch Concrete Pipe	70 lin. ft.	10.25	717.50
18-inch Concrete Pipe, Extra Strength	110 lin. ft.	4.55	500.50
24-inch Concrete Pipe, Extra Strength	80 lin. ft.	6.85	548.00
8-inch Metal Drain Pipe	80 lin. ft.	2.65	212.00
Salvaging Culvert Pipe	90 lin. ft.	5.00	450.00
Class "A" Concrete in Box Culverts	80 cu. yds.	78.00	6,240.00
Metal Reinforcement in Box Culverts	12,300 lbs.	0.15	1,845.00
Salvaging Guard Rail	450 lin. ft.	1.00	450.00
			$250,723.80
Flagging (57½ of Contractor's Cost)	All Required		2,500.00
	Subtotal		$253,223.80
	10% Engr. & Cont.		25,322.38
	Total		$278,546.18

Type Code X121
Shogren Overcrossing (Sta. 1575+73.77 to Sta. 1579+61.20)

Alter Existing Structures	All Required		$ 8,500.00
Structural Excavation	980 cu. yds.	$ 7.00	6,860.00
Furnish Steel Pile Shells	880 lin. ft.	5.00	4,400.00

Drive Steel Pile Shells	11 only	$ 80.00	$ 880.00
Furnish Treated Timber Piling	7,800 lin. ft.	1.50	11,700.00
Drive Timber Piles	156 only	70.00	10,920.00
Class "A" Concrete	1,308 cu. yds.	70.00	91,560.00
Metal Reinforcement	378,000 lbs.	0.13	49,140.00
Metal Rail	406 lin. ft.	11.00	4,466.00
			$188,426.00
Work by U. P. Railroad	All Required		730.00
	Subtotal		$189,156.00
	10% Engr. & Cont.		18,915.60
	Total		$208,071.60

Length of Roadway . . . . . 2.793 miles
Length of Structure . . . . . 0.059 miles
Total Length . . . . . 2.852 miles
Cost of Roadway Per Mile . . $99,730.10

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 22,000.00	$ 20,000.00	$ 2,000.00
Roadway	278,546.18	257,000.00	21,546.18
Structure	208,071.60	192,000.00	16,071.60
	$508,617.88	$469,000.00	$39,617.88

WEST UNIT, SHOGREN-ROWENA SECTION

PROJECT NO. I-35(9)

Summary of Work by Union Pacific Railroad

Rearrange R/W Fences, signs and Signals	All Required	$380.00
Furnish & Install Guardrails on main and passing tracks	All Required	360.00
	Subtotal	$740.00
Less Estimated Salvage		10.00
	Total	$730.00

Oregon State Highway Department

Federal Aid
Project No. I-35(9)

WEST UNIT, SHOGREN-ROWENA SECTION OF THE
COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany Shogren-Overcrossing plans and specifications. Not at a basis for modified project agreement.)

Salem, Oregon, February 11, 1958

Type Code P. E.

Preliminary Engineering — All Required — $ 22,000.00

Type Code 0010
Roadway (Sta. 1575+73.77 to Sta. 1756+00) (Contract No. 4901)

Clearing and Grubbing	All Required	$		$ 5,000.00
Drainage Excavation, Unclassified	100	cu. yds.	5.00	500.00
General Excavation, Unclassified	239,000	cu. yds.	0.85	203,150.00
Short Overhaul	876,300	yd. sta.	0.015	13,144.50
Long Overhaul	20,100	C-y-sta.	0.45	9,045.00
Finishing Roadbed and Slopes	2.79	mile	1,200.00	3,348.00
18-inch Corrugated Metal Pipe	50	lin. ft.	5.20	260.00
48-inch Corrugated Metal Pipe	34	lin. ft.	22.90	778.60
60-inch Corrugated Metal Pipe, 10 Gage	36	lin. ft.	35.70	1,285.20
12-inch Concrete Pipe	360	lin. ft.	2.40	864.00
18-inch Concrete Pipe	170	lin. ft.	4.15	705.50
24-inch Concrete Pipe	280	lin. ft.	6.00	1,680.00
36-inch Concrete Pipe	70	lin. ft.	10.25	717.50
18-inch Concrete Pipe, Extra Strength	110	lin. ft.	4.55	500.50
24-inch Concrete Pipe, Extra Strength	80	lin. ft.	6.85	548.00
8-inch Metal Drain Pipe	80	lin. ft.	2.65	212.00
Salvaging Culvert Pipe	90	lin. ft.	5.00	450.00
Class "A" Concrete in Box Culverts	80	cu. yds.	78.00	6,240.00
Metal Reinforcement in Box Culverts	12,300	lbs.	0.15	1,845.00
Salvaging Guard Rail	450	lin. ft.	1.00	450.00
				$250,723.80
Flagging (5 7/8% of Contractor's Cost)	All Required			2,500.00
	Subtotal			$253,223.80
	10% Engr. & Cont.			25,322.38
	Total			$278,546.18

Type Code X121
Eastern Overcrossing (Sta. 1575+73.77 to Sta. 1579+61.20)

	All Required	$	$ 8,500.00
Alter Existing Structure	902 cu. yds.	7.00	6,314.00
Structural Excavation	880 lin. ft.	5.00	4,400.00
Furnish Steel Pile Shells	11 only	80.00	880.00
Drive Steel Pile Shells	7,450 lin. ft.	1.50	11,175.00
Furnish Treated Timber Piling	149 only	70.00	10,430.00
Drive Timber Piles	1,252 cu. yds.	70.00	87,640.00
Class "A" Concrete	343,900 lbs.	0.13	44,707.00
Metal Reinforcement	106 lin. ft.	11.00	4,466.00
Metal Rail			$178,512.00
	All Required		730.00
Work by U. P. Railroad		Subtotal	$179,242.00
		10% Engr. & Cont.	17,924.20
		Total	$197,166.20

Length of Roadway	2.793 miles
Length of Structure	0.059 miles
Total Length	2.852 miles
Cost of Roadway Per Mile	$99,730.10

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 22,000.00	$ 20,000.00	$ 2,000.00
Roadway	278,546.18	257,000.00	21,546.18
Structure	197,166.20	182,000.00	15,166.20
	$497,712.38	$459,000.00	$38,712.38

WEST UNIT, SHOSHONI-POINT A SECTION

Project No. I-35(9)

Summary of Work by Union Pacific Railroad

Rearrange R/W Fences, signs and signals	All Required	$390.00
Furnish and install guardrails on main and passing tracks	All Required	360.00
	Subtotal	$740.00
Less estimated Salvage		10.00
	Total	$730.00

Contract No. 4901

Monthly Transaction No. 11-58	For -2 (5-2- 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project Report No. 8	FEDERAL-AID PROJECT AGREEMENT	County Wasco
		Project No. I-35(9)

RECEIVED NOV 14 1957 FOR FILING

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

4901

Project termini
Shogren Overcrossing to 2.5 miles west of Rowena (U.S. 30).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	2/5/57	-
Rights-of-Way		
Construction	3/13/57	2.8
Other *(Specify)*		

FUNDS	
Estimated total cost of project $300,546.18	Federal funds $277,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Charles H. Raymond
Chairman, State Highway Commission
(title)

By
Member, State Highway Commission
(title)

By M. K. Thompson
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. H. Polk
Division Engineer

Date executed by Division Engineer November 13, 1957

RECOMMENDED FOR APPRO...

STATE HIGHWAY ENGINEER

USComm-DC 11169

AGREEMENT PROVISIONS

1. **RESPONSIBILITY FOR WORK (all projects except those under an approved 1954 Secondary Road Plan).** The State, through its Highway Department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. **HIGHWAY PLANNING PROJECT.** The State Highway Department will conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads; also to publish the results of such investigations and research in a form and arrangement satisfactory to the Bureau of Public Roads.

3. **PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by June 30, 19 ____, the State Highway Department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the Highway Department under the terms of this agreement.

4. **INTERSTATE SYSTEM PROJECT.** (a) The State Highway Department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State Highway Department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

5. **PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT.** (a) This project, authorized pursuant to Section 108 (h) of the Federal-Aid Highway Act of 1956, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State Highway Department, and approval thereof by the Secretary of Commerce, any Interstate funds apportioned to the State under Section 108 of said Act subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

6. **1954 SECONDARY ROAD PLAN PROJECT.** The State Highway Department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its 1954 Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

7. **BOND ISSUE PROJECT.** (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by Section 5 of the Federal-Aid Highway Act of 1950, for retiring maturities of the principal indebtedness of the bonds referred to below. As such bonds mature and the State requests Federal reimbursement pursuant hereto to aid in meeting such maturities and certifies that such bonds have been retired, payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the Highway Department for this project are the proceeds of bonds issued by the governmental unit indicated in paragraph 8, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

8. **OTHER**

Form PR-2 (5-29-57)

USComm-DC 11169

November 4, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the West Unit, Shogren-Rowena Section, Project No. I-35(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RWCicr

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Columbia River
Wasco County

NATURE OF WORK:

Grading

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4901 4901 Earl L. McNutt Co. 3-28-57

DATE OF COMPLETION: 130 Workdays from 4-15-57

REMARKS:

RECEIVED
APR 21 1958
FOR FILING

W. C. Williams

NOTED
W. C. WILLIAMS

April 14th, 1958

FINAL COST ANALYSIS
Grading

I. Unit, Shogren-Powell Section — Columbia River Highway
Contract 4901 — Prefix 33-1049
Earl L. Abbott Company, Contractor
Vernon Shull, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$5,000.00	$6,292.18	$ 6,292.18	$ 5,000.00
Drainage Excav., Unclass.	109.21	Cu. Yd.	5.00	4.86	530.98	546.05
General Excavation, Unclassified	254,648.1	" "	0.85	0.774	199,011.92	218,320.89
Short Overhaul	1,089,997.4	Yd. Sta.	0.015	0.012	12,825.82	16,349.96
Long Overhaul	33,385.69	C-Yd. Sta.	0.45	0.353	11,785.28	15,023.56
Finish R/W & Slopes	2.79	Mile	1,200.00	1,621.59	4,524.25	3,348.00
18" Corr. Metal Pipe	30	Lin. Ft.	5.20	5.18	155.32	156.00
48" " " "	38	" "	22.90	22.39	888.96	870.20
60" " " " , 10 Ga.	33	" "	35.70	35.60	1,174.74	1,178.10
12" Concrete Pipe	165	" "	2.40	2.33	385.70	396.00
18" " "	156	" "	4.15	4.06	633.73	647.40
24" " "	270	" "	6.00	5.88	1,587.66	1,620.00
36" " "	124	" "	10.25	10.12	1,254.63	1,271.00
18" Concrete Pipe, Extra Strength	117	" "	4.55	4.47	523.52	532.35
24" Concrete Pipe, Extra Strength	93	" "	6.85	6.76	628.76	637.05
8" Metal Drain Pipe, Uncoated	96	" "	2.65	2.55	244.70	254.40
Salvage Culvert Pipe	84	" "	5.00	4.63	389.17	420.00
*Class "A" Concrete in Box Culvert	75.68	Cu. Yd.	78.00	78.00	5,903.04	5,903.04
*Metal Reinforcement in Box Culvert	11,796.9	Lb.	0.15	0.15	1,769.54	1,769.54
Salvage Guard Rail	450	Lin. Ft.	1.00	0.92	413.72	450.00
PA #1, 2" Galv. Water Pipe	100	" "	1.00	0.975	97.54	100.00
PA #2, Sprinkling	300	M/Gal.	3.00	2.63	787.34	900.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #3, 48" ½-Round Corr. Metal Pipe	100	Lin. Ft.	$10.50	$11.00	$ 1,100.67	$ 1,050.00
Force Account (State Participation in Flagging)					3,465.63	3,465.63
Liquidated Damages						- 160.00
					$256,374.80	$280,049.17

Gross Revenue	$280,049.17
Total Cost	256,374.80
Net Profit	$ 23,674.37

Net Profit Equals 8.45% of Gross Revenue

Detail of Cost

Labor:

Labor and Supervision	$76,734.78	
Labor Insurance	4,354.44	
Health and Welfare	2,300.32	
		$ 83,389.54

Equipment Rental & Misc. Supplies:

Equipment Rental, Owned	$115,920.18	
" " , Hired	3,689.38	
Gas, Oil and Grease	11,524.37	
Move In	2,426.11	
P.L. & P.D. Insurance	2,380.42	
P.U.C.	71.37	
Small Tools and Misc. Supplies	834.26	
Powder	16,957.11	
Drill Steel and Drill Bits	3,756.89	
Home Office and General Overhead	2,501.69	
		160,061.78

Materials:

18" Corr. Metal Pipe	3 Lin. Ft. at	$ 3.26	$ 97.80	
18" " " Bends	2 Each	" 3.26	6.52	
48" " " Pipe	38 Lin. Ft.	" 13.49	512.62	
48" " " Bends	3 Each	" 13.49	40.47	
60" " " Pipe	33 Lin. Ft.	" 22.11	729.63	
60" " " Bends	2 Each	" 22.11	44.22	
12" Concrete Pipe	165 Lin. Ft.	" 1.10	181.50	
18" " "	156 " "	" 2.10	327.60	
24" " "	270 " "	" 3.10	837.00	
36" " "	124 " "	" 6.00	744.00	
18" Concrete Pipe, Extra Strength	117 " "	" 2.50	292.50	
24" Concrete Pipe, Extra Strength	93 " "	" 4.00	372.00	
8" Metal Drain Pipe, Uncoated	96 " "	" 1.09	104.64	
2" Galv. Water Pipe & Installation	100 " "	" 0.0947	94.70	
48" ½-Round Corr. Metal Pipe	100 " "	" 8.38	838.00	
Strutting, 18", 48" & 60" Corr. Metal Pipe			27.70	
				5,250.90

Materials Furnished, Constructed and Installed by Haman Bros.:

Class "A" Concrete	75.68 Cu. Yd.	$5,903.04	
Reinforcing Steel	11,796.9 Lb.	1,769.54	
			7,672.58

Total Cost $256,374.80

Remarks:

This was a "Federal Aid Interstate Project" consisting of the construction of 2.79 miles of main highway roadbed with access roads and connecting roads involving 256,848.1 cubic yards of excavation and the construction of one reinforced concrete box culvert extension on the West Unit, Shogren-Rowena Section of the Columbia River Highway in Wasco County.

This project was bid and awarded March 28th, 1957 and completed October 26th, 1957.

The contractor moved in one D-8 tractor dozer April 19th, a 2½ cubic yard Northwest shovel and another D-8 dozer on Thursday, April 25th and two new Euclid, Series R-22 (Model 36 TD) rear end dump trucks on Friday, April 26th.

One man with a power chain saw and D-8 and operator started clearing and grubbing on Thursday.

The subcontractor, Hannan Bros., with two laborers moved in and began removing the wingwalls on the existing box culvert on Tuesday, April 23rd. Removal of wingwalls was completed on Friday. The extension of the culvert was completed during the week of May 25th, 1957.

The prime contractor started his shovel and trucks on excavation, between stations 1615 and 1627, on Monday, April 29th. One D-8 dozer was used on the fills, and the other D-8 was working on clearing. A crew of three laborers placed culvert pipe.

Drilling operations, using one 3½" Airtrac and 600 C-D truck-mounted compressor, began Monday 6th, 1957. Two shifts with this equipment were started on Thursday of the same week.

Two or more flagmen were used continually on this project to control traffic and to watch for falling rock.

drill
The second crew, with like equipment, was moved in and began work during the week of May 19th.

The first shot on the project, between stations 1673 and 1680, was set off June 1st at 7:00 A.M. About 2,500 cu. yd. of rock was rolled onto the existing highway, blocking it completely. Traffic was routed over the old highway. The blocked area was reopened to traffic about 6:00 P.M. the same day.

Several delays and unforeseen circumstances caused the contractor to increase his crew and start working the shovel and hauling equipment two 9-hour shifts.

A D-8 with scraper was used at various times in excavation. A DW 20 Caterpillar bottom dump was added to the hauling equipment.

Fair progress was made up to August and then slowed because of hard digging, tire trouble and numerous breakdowns.

A #12 Caterpillar grader was moved onto the project and began fine grading and finishing on Thursday, September 19th.

Remarks (Cont'd):

The final cleanup and finishing of grade was done during the week of October 26th.

Despite the high cost of several pipe items, clearing and other difficulties, a fair profit was made by the contractor. Most equipment was new at the start of the project, and most of the breakdowns were caused by the hard materials encountered. It is apparent from the cost indicated that the excavation was handled in an efficient manner, and the largest percentage of profit was made directly from general excavation.

M. N. Juve
Chief Cost Analyst

By . . Gordon K. Hanson

RECEIVED
JAN 21 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 20, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4901	9 Final	Earl L. McNutt Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
607	H202004	$ 8,070.77	1-17-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 130 workdays from 4-15-57

Time Extensions: None

Completion Date: Oct. 26, 1957

Date Accepted: Jan. 16, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-20-58

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 20 1958

NOTED ON CARD

RECEIVED
JAN 8 - 1958
FOR FILING

Jan. 7, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacma 1, Wash.

Gentlemen:

State Highway Contract No. 4901 for grading on the West Unit, Shogren-Rowena Section of the Columbia River Highway in Wasco County was completed by the contractor, Earl L. McHutt Co., on Oct. 26, 1957, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $8,070.77 will be released to the contractor after acceptance by the Commission. The total contract amount is $280,049.17, of which amount $3,465.63 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
DEC 31 1957
FOR FILING

4901 08-35

December 27, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-35(9), West Unit, Shugren-Rossman - Order for State Force Work Dated September 25, 1957 - Repair of Pavement Damage - Estimated Total Cost - $5,000.00 - Federal Funds $4,500

Dear Sir:

Reference is made to your letters dated October 1 and 29, 1957 concerning subject order.

We are approving the use of State force as being in the public interest for the following reasons:

(1) The contractor is neither properly equipped nor staffed to perform the work contemplated under the Order.

(2) The State has trained men and specialized equipment to perform the work most economically.

(3) The amount of work is too small to warrant a separate contract.

(4) The condition which needed correction was not due to any carelessness or negligence on the part of the grading contractor.

Very truly yours,

C. G. POLK
Division Engineer

Original to SNP

RECEIVED
DEC 3 1957
FOR FILING

I-5-(1)

49-1

Dec. 2, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Earl L. McNutt Co. in connection with Contract No. 4901, for grading on the West Unit, Shogren-Rowena Section of the Columbia River Highway in Wasco County. This payment, in the amount of $5,159.86, will be released to the contractor on or after Dec. 12, 1957. The retained percentage is $8,411.70.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 23, 1957

Section West Unit, Shogren-Rowena

Highway Columbia River County

Contractor Earl L. McNutt Co.

Date of contract March 27, 1957

Date work started April 23, 1957

Project authorization $ 305,516.63

Exclusive of engineering $ 285,126.87

Kind of work Grading

Section prefix 33-1049

Contract number 4901

Specified work days 130

Work days used 131

Per cent of time elapsed 100.76 %

Estimated cost of completed project, exclusive of engineering $ 287,682.00

Estimated per cent overrun or underrun +0.51 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 20,449.91

Engineering cost to date $ 19,267.00, 94 %

Date project was completed Oct. 26, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final for this project was sent to Bend November 21,1957

CONSTRUCTION DIVISION
RECEIVED
NOV

NOTED

Noted
M. N. Juve

Signed Vernon E. Shull

Address Box 420, The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.79				
Miles partially completed	2.79				
Miles completed	2.79				
Total estimated quantities (contract)	239,000				
Total quantities corrected to date	257,249.2				
Estimated quantities moved or placed to date	257,249.2				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 19 1957
FOR FILING

I-35(9)

4701

Nov 18, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to Earl L. McNutt Company a portion of the funds heretofore retained by the Commission on Contract No. 4901, for grading on the West Unit, Shogren-Rowena Section of the Columbia River Highway in Wasco County.

This payment, in the amount of $19,844.44, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $8,252.12. The present payment will be released on or after Nov. 28, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 8 1957
FOR FILING

Salem, Oregon
November 8, 1957

Increase in Authorization
Contract No. 4901

Mr. Vernon E. Shull
Resident Highway Engineer
Box 420
The Dalles, Oregon

This is to advise you that at its meeting of October 31, 1957, the State Highway Commission approved an increase of $18,000.00 in project authorization on Contract No. 4901, West Unit, Shogren-Rowena Section in Wasco County.

The new project authorization is $305,576.78. This amount should be used in all future reports.

S. H. Probert
Office Engineer

DBP:cr
cc: Dean Swift

RECEIVED
NOV 1 1957
FOR FILING

October 30, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 26, 1957, on Contract No. 4901, West Unit, Shogren-Ramsey Section, in Wasco County, in connection with Federal Aid Project No. I-35(9)

Very truly yours,

W. C. Williams
State Highway Engineer

By Forrest Cooper
E.

Forrest Cooper
Deputy State Highway Engineer

cc: DBP:CG Clarence G. Swenson

NOTED
FORREST COOPER

RECEIVED
OCT 30 1957
FOR FILING

October 29, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We refer to your letter of October 21 returning, unapproved, a State Force Work Order for repair of damage to pavement in connection with the West Unit, Shogren-Bowsna Project, I-34(9).

We feel that in considering this item of expense to be a maintenance item more properly than a construction item, you are misinterpreting the Bureau's policy with respect to non-participating maintenance. Experience with Bureau policies convinces us that the maintenance intended to be non-participating is the maintenance necessary to overcome the wear and tear of highway traffic and the effects of the elements. We cannot believe that there ever was or is any intent on the part of the Bureau to escape participation in the cost of replacing property damaged by the construction of federal-aid highways, by applying literally, to such replacement, the very broad dictionary definition of maintenance.

The damage was the result, solely, of the new highway construction. Therefore, the cost of its repair is properly a charge against construction and should be shared between the State and the Federal Government the same as any other part of the construction cost.

In view of the foregoing, we will appreciate your further consideration of the matter.

Copies of the work order involved are enclosed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

SHP:ia

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 21, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-34(9)
West Unit, Shogren-Rowens Sec.
Order for State Force Work
Repair AC Pavement

Dear Sir:

Reference is made to your letter dated October 1, 1957 by which subject work order was transmitted.

It would appear that the work contemplated under this order could more properly be considered a maintenance rather than a construction item and hence not eligible for Federal participation. We are therefore returning all copies of the order herewith.

Very truly yours,

C. G. Polk
Division Engineer

Encls.

RECEIVED
OCT 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER

08-35

October 21, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-34(9)
West Unit, Shogren-Rowena Sec.
Order for State Force Work
Repair AC Pavement

Dear Sir:

Reference is made to your letter dated October 1, 1957 by which subject work order was transmitted.

It would appear that the work contemplated under this order could more properly be considered a maintenance rather than a construction item and hence not eligible for Federal participation. We are therefore returning all copies of the order herewith.

Very truly yours,

C. G. Polk
Division Engineer

Encls.

NOTED

RECEIVED
NOV 12 1957
FOR FILING

FORM 830—50M—2-57—1476

4901

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 7, 1957

SUBJECT: W. Unit, Shogren-Rowena
Columbia River Highway
Contract No. 4901

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

It has become evident that the project authorization on the subject named job is going to be overrun by $18,000 or 6.2 per cent. This overrun has its origin in additional excavation and consequent haul necessary to assure stabilization of slopes. Following is a more detailed report on the overrun:

Overrun of Contract Bid Items:

General Excavation (Large cut planned on 1/4:1 had to be taken out 2:1 to assume stability. More slide material had to be moved than was originally planned.)	18,300 Cu. Yds.	$15,555.00	
Long Overhaul (Generated by above overrun of excavation and selective hauling.)	14,290 C-yd. Stas.	6,430.50	
Short Overhaul (Same as above.)	87,000 Yd. Stas.	1,305.00	
Overrun of Contract Bid Items			$23,290.50

Unanticipated Extra Work Items:

State Force Order - Patch Pavement (Powder Gases humped pavement.)	$ 5,000.00	
Price Agreement - Furnish Half Round CMP (One hundred feet of 48-inch.)	1,000.00	
Total Unanticipated Extra Work Items		$ 6,000.00
Engineering Credit (Underrun of engineering expense.)		- 1,000.00

NOTED

Total	$28,290.50
Less Uncommitted Contingencies	10,290.50
Total Indicated Overrun	$18,000.00

In view of the above it is recommended that the Highway Commission be requested to increase the project authorization for this job in the amount of $18,000. A suggested rough draft of a letter to the Commission to accomplish this is attached hereto for your consideration.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

RECEIVED
OCT 3 1957
FOR FILING

October 1, 1957

Mr. C. G. Noll
Division Engineer
Bureau of Public Roads
Idaho Highway Building
Boise, Oregon

Dear Sir:

Herewith for your consideration and approval are original and three copies of Order for Extra Force Work No. 252 covering patching of asphaltic concrete paving on existing highway on the West Unit, Lewiston-Coeur d'Alene section of the Columbia River Highway in Kootenai County, Contract No. 4411, in connection with Federal Aid Project No. I-3(9).

This work is necessary to eliminate humps in the present pavement caused by grass, from shoving of adjacent rock cuts, which followed blasting in rock and humps existing presently. The action of the powder causing these humps was not anticipated.

This is a grading contract and the contractor does not have paving equipment available. There is no commercial paving plant in this area. No bids can do this work more economically than by separate contract. Your approval of this order with Extra Force is requested.

The total amount of this order is $5,000.00 with Federal participation estimated at $4,500.00.

Very truly yours,

C. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmr

RECEIVED
NOV 13 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name West Unit, Shogren-Rowena Date Sept. 27, 19 57

Highway Columbia River Contract No. 4901

County Wasco Kind of Work Grading Contractor Earl L. Mellett Co.

4987

Contract Amount $ 250,723.00

Expected over-runs and under-runs in contract items:

		Quantity	Unit Price	Amount
Major items, itemized:	General Exc.	+ 18,300	0.85	+ 15,555.00
	L. O. H.	+ 14,290	0.45	+ 6,430.50
	S. O. H.	+ 87,000	0.015	+ 1,305.00

Minor items, unitemized algebraic total + 22.74

Subtotal $ +23,313.24

Approved work orders (Price, extra work and state force orders) $ 8,000.00

Expected over-runs and under-runs in work orders:

		Amount
Major items, itemized:	Flagging (State Share)	+ 1,000.00
	Signs	- 850.00
	Move Power & Tele. Poles	- 143.81

Minor items, unitemized algebraic total

Subtotal $ + 6.19

Authorization for engineering $ 20,445.91

Expected over-run or under-run of engineering authorization 5 $ - 1,000.00

Costs not included above (explain) SFO Patch Pavement ($5,000.00) Pk Furn & Install 100'-45" ½ round CMP (1,000.00) $ + 6,000.00

Allowance for future contingencies (_____% of work remaining) $

Credits to come from transfers and deductions $

Present estimate of project cost $ 305,393.14

Brief Statement of principal causes of over-run: Extra Gen. Exc. encountered due to moving more of the slide area than estimated, and one large cut set up for ¼:1 slopes was common & was excavated on 2:1 slopes. Increase in Exc. made an increase in haul. Made this job balance so will eliminate work on any future contract to complete embankment.

Several shots followed seams under present roadway, thereby causing dangerous humps, these were removed by contractor and patched by state forces.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 287,576.78
Present estimate of project cost	$ 305,393.14
Expected over-run (Amount)	$ 17,816.36
Expected over-run (per cent)	6.2

Space to right of this line is for use of Salem office.

Submitted by: Vernon E. Shull, Resident Engineer

Confirmed by: Dean Swift, Division Engineer

Noted by: L. N. Gram, Construction or Bridge Engineer

Noted by: R. H. Baldock, Deputy or Assistant State Highway Engineer

State Printing 80719

RECEIVED
SEP 5 - 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-35(4)

4901 A

Salem, Oregon
September 4th, 1957

SUBJECT:

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

I note increasing reports of highway closures due to shooting on the West Unit, Shogren-Rowena Section. I have observed one of these shots and found closures, at least of momentary nature, to be unavoidable. However, the instances of closure for the better part of the day most certainly are avoidable if proper precautions are taken.

This will be a long and harrowing process before the Columbia River Highway is reconstructed to 4-lanes. The section chosen for initial operations was excellent for the reason that a detour was available. I call your attention to the fact that much of the balance of the line does not have such facility available, and that it behooves us to develop some method of operation wherein traffic can be continued upon and along the main route without undue delay.

Based on the experience with this project, I wish you to spell out the steps which should be taken to insure against anything other than momentary delay on future projects.

Tom Edwards
Construction Engineer

TE:AR

cc to: Forrest Cooper

NOTED
Forrest Cooper

RECEIVED
SEP 5 - 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2? 1957
FOR FILING

4901

May 28, 1957

Mr. G. S. Kallenbaugh, Director
Accident Prevention Division
State Industrial Accident Commission
Public Service Building
Salem, Oregon

Dear Mr. Kallenbaugh:

Reference is made to your letter of May 13 and the attached inspection report made by Mr. L. E. Gentry on May 7 covering highway construction operations on the Shogren-Rosens Section of U530.

Your recommendations have been considered and carefully investigated both by Mr. Widdows, Assistant Maintenance Engineer in charge of signs, signals, et cetera, and by our Traffic Engineer, Mr. F. B. Crandall, with the result that we cannot agree that speed limit signs embracing the project are necessary. All operations of the contractor as well as State Highway engineering employees are controlled and protected by flagman.

A copy of Mr. Widdows' report is attached to the compliance card.

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:fm

Attach.

cc Mr. F. B. Crandall
Mr. W. O. Widdows

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 21, 1957

SUBJECT:

To: W.W. Stiffler
Assistant Highway Engineer
D E P A R T M E N T

I have made two inspections of the Shogren-Rowena Section construction project in the past three weeks, and Sign Superintendent Shough has made three trips through the job, the last one being on May 17.

I am at a loss as to what the State Industrial Accident Commission means by the attached report when they state that we should provide and install signs to limit the speed. We have the large advance construction signs, and in addition we have the large 42" x 60" black on yellow signs that read, "Construction Ahead Be Prepared To Stop". The contractor is encroaching only on a small section of the roadway about 100 to 200 yards in length where the carry-alls are holing from a cut to the fill just east of the railroad overhead crossing. They are conducting this operation under flagmen.

Our own survey crew is operating between advance signs set in the middle of the roadway, and they likewise are operating under flag.

The speed limit signs would not be appropriate for the project, as there is very little activity going on in the travel lanes. Our Sign Foreman, Watkins, out of The Dalles has been instructed to make a weekly, or more often, inspection of the project to see that the signing is kept up to standard.

W.O. Widdows
Assistant Maintenance Engineer

WOW:kf

RECEIVED
MAY 24 1957
TRAFFIC ENGINEER

RECEIVED
MAY 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

RECEIVED
MAY 11 1957
OFFICE OF
SIGNING ENGINEER

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
PUBLIC SERVICE BUILDING
SALEM, OREGON

ATTENTION APD

May 13, 1957

Mr. W. C. Williams
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Williams:

The enclosed inspection was made by our Mr. L. E. Gentry on May 7, 1957 and covers the highway construction operation of the Oregon State Highway Commission located at Shogren-Rowena Section of Route # 30.

In order that we may clear our records, it is requested that the attached compliance card be completed and mailed to us as soon as possible.

Your cooperation in effecting the completion of these corrections will be appreciated.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION
Accident Prevention Division

G. S. Kallenbaugh

G. S. Kallenbaugh, Director

GSK:ncb
enclosures - 2

RECEIVED
MAY 14 1957
OREGON
STATE HIGHWAY COMMISSION

FOR OFFICE USE ONLY

Note and Initial		Return to
Director		
Ass't Dir.		
Chf. Field Opr.		
Office Mgr.		
File		

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

May 7, 1957
Date

9300
Firm or F.I.L. No.

L.E.Gentry
Field Representative

ACCIDENT PREVENTION DIVISION

Inspection Report

Employer Oregon State Highway Comm. Mailing address Salem,Oregon

Location of operation Shogren-Rowena Section Route #30 County Wasco

Type of operation Highway Construction Total number of employes 8

Have previous corrections been completed? Yes ☒ No ☐

(If previous corrections not completed, list by number and date of inspection)

Address correspondence re this inspection to: Mr. Vernon Schull, Resident Engineer, The Dalles
(Name of management representative and address)

The following items are found to be in violation of the Safety Laws and Codes of the State of Oregon. After these conditions have been corrected, mail the **NOTICE OF COMPLIANCE** to reach the Accident Prevention Division, State Industrial Accident Commission, Salem, Oregon by the following date May 14,1957

#1-Provide and install signs to limit the speed of the traveling public in the area of the construction to safe guard the workmen of the State Highway Commission and the Contractor on the job.(S.-Part 1-P.12-R. 1.43 & P. 8-R.1.19)

Copy received by Vernon E. Shull Title Resident Engineer

Compliance card left? Yes ☒ No ☐

NOTE: Make 4 copies. Original to Employer; Duplicate to Salem Office; Triplicate to your Supervisor; Quadruplicate your file.

APD Form 1—Rev.

RECEIVED
MAY 2) 1957
FOR FILING
I-35-101
401

08-35

May 27, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-35(9)
West Unit, Shogren-Rowena Section
Order for State Force Work dated
April 30, 1957 - Move Power Lines

Dear Sir:

We are approving subject Order today. If Federal participation in costs incurred under the Order is desired, they should be shown in the project agreement estimate.

Very truly yours,

C. G. POLK
Division Engineer

NOTED
FORREST COOPER

Original to
Mr. Probert

RECEIVED
MAY 23 1957
FOR FILING

I-35(9)

41:1 C-5

file K

May 20, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-35(9)
West Unit, Shogren-Rowena Sec.,
Columbia River Highway
Order for State Force Work, dated
May3 , 1957 - Seeding, Fertilizing &
Mulching. Estimated Cost $1,000.00

Dear Sir:

Reference is made to your letter dated May 9, 1957 concerning subject order.

We are approving the use of State force as being in the public interest for the following reasons:

(1) Contractor is neither properly equipped or staffed to perform the work contemplated under the order.

(2) The State has trained men and specialized equipment to perform the work most economically.

(3) The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
District Engineer

Original To
Mr. Probert

RECEIVED
MAY 17 1957
FOR FILING

FORM E-30X—37,500—8-57—1477

I-35(9)
4901

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1957

SUBJECT:

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

L

The subcontract between Earl L. McNutt Company and Hannan Brothers Company, covering Items 18 and 19, on the West Unit, Shogren-Rowena Contract No. 4901, Oregon I-35 (9) is approved, and you may so inform the interested parties.

Five copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

RECEIVED
MAY 14 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 13 1957
FOR FILING
I-35(9)
4901

May 9, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 22h, 238 covering seeding and mulching on the West Unit, Shoyen-Ramsey Section of the Columbia River Highway in Wasco County, Contract No. 1908, in connection with Federal Aid Project No. I-35(9).

The work is necessary to control erosion and for roadside improvement throughout the project. The work is not enough to contract and can be done more economically by state forces. The state has special equipment operated by trained crews. The contractor is not equipped to do this special work.

Your approval of this order under the provisions of C.A.M.-300 is requested.

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
MAY 6 - 1957
FOR FILING

May 3, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 235 covering relocation of Pacific Power and Light Company power lines on the West Unit, Shogren-Rawson Section of the Columbia River Highway in Wasco County, Contract No. 4001, in connection with Federal Aid Project No. I-3(9).

Approval of the attached Order for State Force Work is requested under provisions of C.S.H.-300. The line is on private property, acquired for highway right of way. Obligation of the State to move the line is established by copies of the attached letter of assistant counsel. Copies of the estimate of the power company are also included.

Very truly yours,

H. C. Williams
State Highway Engineer

By

Vernon Cooper
Deputy State Highway Engineer

Encl.
DEP:cw

RECEIVED
MAY 6 - 1957
FOR FILING
I-5-19-1
-111

May 3, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 205 covering relocation of the Oregon-Washington Telephone Co. line on the west half, Shoreacres-Ilwaco Section of the Columbia River Highway in Nasco County, Contract No. 4901, in connection with Federal Aid Project No. I-35(7).

Approval of the attached order for State Force work is requested under provisions of O.A.H.-300. The line is on private property required for highway right of way. Obligation of the state to move the line is established by copies of the attached letter of the Assistant Counsel. Copies of the estimate of the telephone company are also included.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
FC:mf

RECEIVED
APR 24 1957
FOR FILING

4901

April 23, 1957

Earl L. McNutt Co.
351½ East Broadway
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4901, which was awarded to you by the State Highway Commission on March 28, 1957 for grading the West Unit, Shogren-Rowena Section of the Columbia River Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm
enc.

RECEIVED
APR 24 1957
FOR FILING
I-35(9)
4901

April 22, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the East Unit, Shogren-Rowena Section of the Columbia River Highway in Wasco County, Contract No. 4901, in connection with Federal Aid Project No. I-35(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DHP:cf

RECEIVED
APR 1 - 1957
FOR FILING

I-35(9)

4101

April 1, 1957

Mr. Earl L. McNutt
351½ East Broadway
Eugene, Oregon

Dear Sir:

The State Highway Commission on March 28, 1957, awarded to you State Highway Contract No. 4901 for grading on the West Unit, Shogren-Rowena Section of the Columbia River Highway, east from Mosier in Wasco County.

This award was based on your bid of $250,723.80, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ejd
cc - Tom Edwards
S. H. Probert
R. G. Savage, SLAC

RECEIVED
- 1957
FOR FILING
OREGON DISTRICT
I 35 (9)
4901
08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 28, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4901 for Oregon Project I-35(9), West Unit, Shogren-Rowena Section of the Columbia River Highway, to Earl L. McNutt Co. of Eugene, Oregon, low bidder in the amount of $250,723.80 at the March 28, 1957 bid opening.

Very truly yours,

C. G. Polk

C. G. Polk
District Engineer

RECEIVED
MAR 13 1957
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

March 13, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-35(9), West Unit, Shogren-Rowena Section of the Columbia River Highway. This is to authorize your advertising for bids.

Award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

By E. H. Cowan
E. H. COWAN
Principal Highway Engineer

RECEIVED
FEB 1[illegible] 1957
FOR [illegible]
I 5[illegible](7)
4901

Salem, Oregon
February 8, 1957

Shogren-Bowers Section
Columbia River Highway

Mr. Virgil O'Neil
Assistant Office Engineer
B u i l d i n g

It is requested that you add $3600 to the authorization for the subject job for roadside improvement work. The work contemplated includes:

Seeding 12 acres @ $50/acre	$ 600
Mulching with straw @ $200/acre 12 acres	2400
Oiling mulch 12 acres @ $25/acre	300
Refertilizing 12 acres @ $25/acre	300

It is anticipated that the work will be accomplished by State Forces under the supervision of the Landscape Engineer

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Tom Edwards
Mr. M. H. Astrup

336-1714 Dayton (Lafeyette St.) 1 57
Grading and Paving Proj.

RECEIVED
SEP 12 1957
FOR FILING

336-1714

(CONTRACT NO.) 4902

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 4, 1957

(EST. NO.)	(CONTRACTOR)
2 f	Warren Northwest, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20207	H 190819	$500.00	Sept. 4, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenbaum
ACCOUNTING DIVISION

Specified completion Date: 90 Workdays from 4-15-57

Time Extensions: none

Completion Date: 7-19-57

Date Accepted: 8-8-57

Penalties: none

Claims: none

Remarks:

Date: 9-5-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

SEP

NOTED ON CARD

RECEIVED
AUG 26 1957
FOR FILING

August 23, 1957

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4902 for grading and paving on the Dayton (Lafayette St.) Section in Yamhill County was completed by the contractor, Warren Northwest, Inc., on July 17, 1957 and was formally accepted by the Highway Commission on Aug. 8, 1957.

Final payment in the amount of $500.00 will be released to the contractor on or after September 3, 1957. The total contract amount is $11,066.32, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm
cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
AUG 13 1957
FOR FILING

ORI

ep

CERTIFIED MAIL

August 12, 1957

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., in connection with Contract No. 4902 for grading and paving on Lafayette Street in the City of Dayton, Yamhill County. This payment, in the amount of $10,566.32, will be released to the contractor on or after August 22, 1957. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm
cc:
Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco, 4, Calif.

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 27, 1957

Section Dayton (Lafayette Street)

Kind of work Grading and Paving

Highway City Street County Yamhill

Section prefix 336-1714

Contractor Warren Northwest, Inc.

Contract number 4902

Date of contract March 28, 1957

Specified work days 90 (begin 4/15/57)

Date work started June 21, 1957

Work days used 50

Project authorization $13,545.00
Exclusive of engineering $12,581.80

Per cent of time elapsed 56 %

Estimated cost of completed project, exclusive of engineering $11,060

Estimated per cent overrun or underrun . . . . . 11 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization $963.20

Engineering cost to date $950, 99 %

Date project was completed July 19, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

One man in office working on semi-final estimate.

The semi-final estimate will be submitted Monday.

NOTED
FORREST COOPER

Noted
M. N. Juve

NOTED Signed Arthur Duffy
C. E. PAULSEN

Address Arthur Duffy, Resident Engineer
Room 214, Lab Building, Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.36	0.36			0.36
Miles partially completed					
Miles completed	0.36	0.36			0.36
Total estimated quantities (contract)	320 cy	1,260 cy			780 ton
Total quantities corrected to date	636 "	1,131 "			709 "
Estimated quantities moved or placed to date	"	"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
APR 17 1957
FOR FILING
336-1714
4902

April 17, 1957

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith for your files a fully executed contract No. 4902, which was awarded to you on March 28, 1957 by the Highway Commission, for grading and paving Dayton (- St.) Section in Yamhill County.

A copy of this contract is also being sent to the surety [illegible] insurance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

Encl.

Noted
asm

RECEIVED
MAR 1? 1957
FOR FILING
336-1714
4902

Salem, Oregon
April 3, 1957

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

Attention: Mr. John D. Graham
Office Engr.

Lyf. Util. Ltr W. Jones.
#122

Attached hereto is a conformed copy of an agreement with the City of Dayton covering the $250,000 Special Fund Project on Lafayette Street in Dayton.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Dayton, Oregon.

Secretary

rn
Attach: 1

FORM ESO—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1957

SUBJECT: $250,000 Fund Agreement
City of Dayton

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the $250,000 Fund project for grading and paving on Lafayette Street in Dayton.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This project was approved by the Highway commission on December 17, 1956.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date March 20, 1957

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-17-56. Minute Page 29
Secretary

RECEIVED
MAR 15 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 - 1957
FOR FILING

336-1714

4902

April 3, 1957

Lena Filer, City Recorder
City Hall
Dayton, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Dayton covering the $250,000 Special Fund project for grading and paving on Lafayette Street in Dayton.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
APR 1 - 1957
FOR FILING

336-1714

1102

April 1, 1957

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on March 28, 1957, awarded to you State Highway Contract No. 4902 for the Dayton (Lafayette St.) grading and paving project in Yamhill County.

This award was based on your bid of $11,540, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ejd
cc - Tom Edwards
S. H. Probert
R. G. Savage, PLAC

NOTED
V. R. JONES

FORM 820—80M—8-50—90654

OREGON STATE HIGHWAY DEPARTMENT

NOTED
Harold C. Ayers

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1957

NOTED
Harold C. Ayers

SUBJECT: Authority for Survey
Dayton (Lafayette Street) Section

To: Mr. Tom Edwards
Construction Engineer
O f f i c e

Herewith an "Authority for Survey" to cover the recent Dayton (Lafayette Street) survey.

This form had been submitted to the Division Office prior to the start of the survey and was returned to the field for a correction on the typical section. This took place at the time of the transfer of resident engineers in McMinnville. The form was overlooked in the field office and was submitted to the Division Office on this date.

J. D. Walker
Division Engineer

By

NOTED
J. [illegible]

R. P. Hamilton
Engineer Designer

RPH:AM
cc Mr. H. C. Ayers

NOTED
JOHN D. GRAHAM

RECEIVED
MAR 6 1957

NOTED
C. G. SWENSON

FORM E-90X—500M—11-56—80828

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1957

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
O f f i c e

It is noted that a City Street Project in Dayton has been surveyed in the field, but I find no record of a survey order for this project.

Will you please submit one immediately and when you receive the approved copy arrange to have the proper charges transferred to the order.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

cc to: H. C. Ayers

RECEIVED
MAR 4 1957
ENGINEER
COUNTY & CITY RELATIONS

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

ORDINANCE NO. 274
3-5-57

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF DAYTON, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF LAFAYETTE STREET FROM FIFTH STREET TO EIGHTH STREET, A DISTANCE OF APPROXIMATELY 0.36 MILES AND DECLARING AN EMERGENCY

Whereas the City of Dayton, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision of ORS 366.800 and 366.805, and,

Whereas the State Highway Commission has accepted such application for the improvement of Lafayette Street from 5th Street to 8th Street, a distance of approximately 0.36 mile, and,

Whereas in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $20,000 and the City of Dayton to pay all cost in excess of $20,000, the City of Dayton does ordain as follows:

Section 1. Thatthat certain form of agreement hereinabove referred to be entered into by the City of Dayton, Oregon, and the State of Oregon, acted by and through the State Highway Commission, providing for the improvement of Lafayette Street from 5th Street to 8th Street and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the springand summer of 1957 when the wethaer permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Dayton, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval of the Mayor as authorized by the Charter dated March 5-1957.

AYES 6

NAYES 0

Submitted to and approved by the Mayor the 5th day of March, 1957

By Robert S. Kilmer
Mayor

ATTEST: Lena Tiles
City Recorder

Ordinance No. 274

NOTED
Harold C. Ayers

December 19, 1956

Mrs. Lena Filer
City Recorder
Dayton, Oregon

J. F. H[illegible]N

Dear Mrs. Filer:

On December 17, 1956, the State Highway Commission approved a project on Lafayette Street in Dayton, as requested by the city, to be constructed from the 1957 Special City Allotment Fund.

The project as approved is shown in the attached summary. You will be contacted at a later date to work out the details of the project and to negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engineer, County & City Relations

HCA:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

CITY OF DAYTON

In the Heart of Oregon's Garden Spot

DAYTON, OREGON

October 19, 1956

Mr. Harold C. Ayers
County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

With reference to the City of Dayton's application for the improvement of Lafayette Street between Fifth and Eighth Streets in the City of Dayton by the State Highway Commission, the City of Dayton has agreed to spend an additional $1,000.00 in addition to what the Highway Department will spend on improvements on this street.

Very Truly Yours,

Jim Zupo

Jim Zupo
Street Superintendent

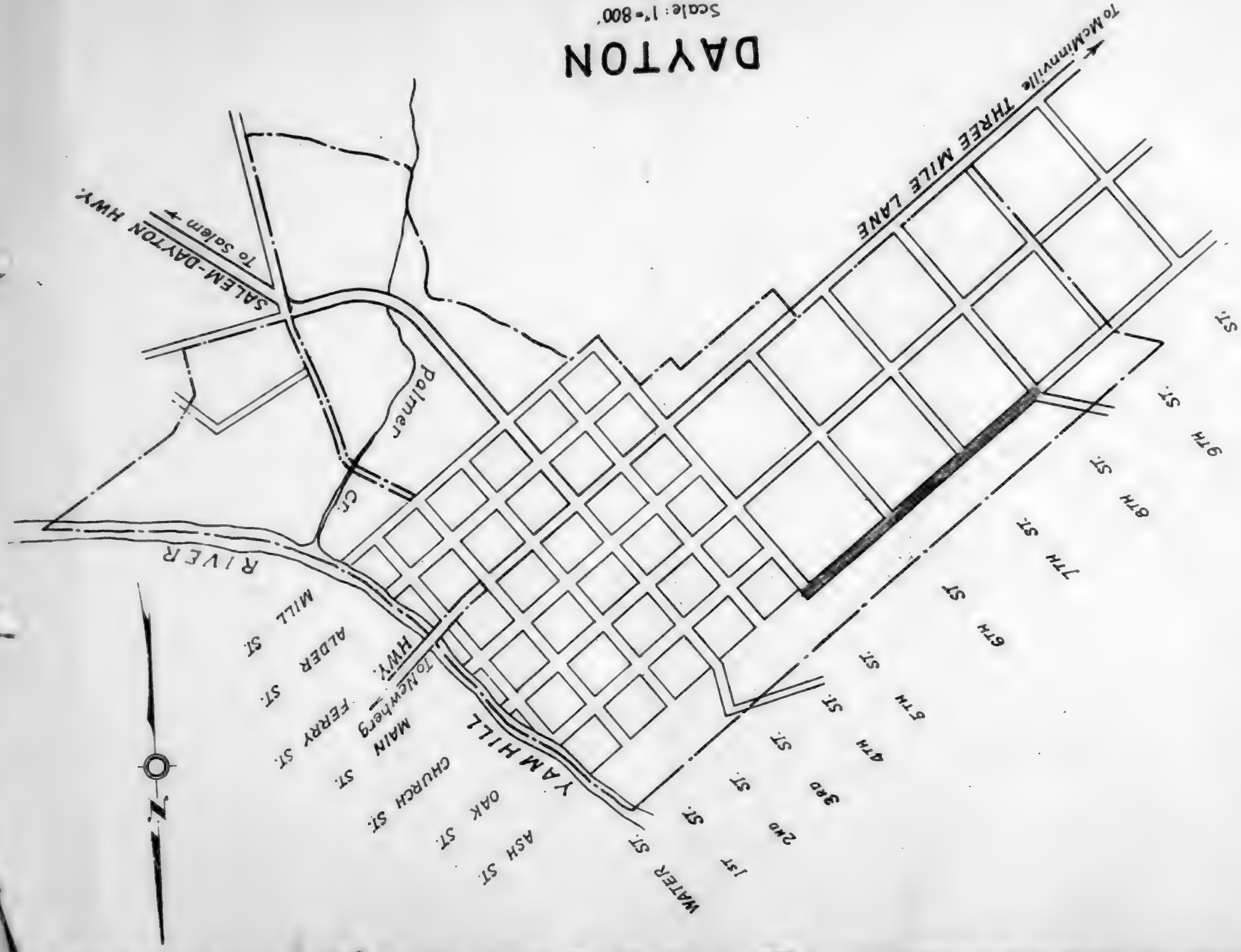
RECEIVED
OCT 22 1956
STATE HIGHWAY COMMISSION

RECEIVED
OCT 22 1956
STATE HIGHWAY COMMISSION

58

DAYTON

Scale: 1"=800'



P-14-56

Log for

Road

[illegible] heavily

[illegible] good condition

[illegible] This strut was

[illegible] cut off noted the

[illegible] will be used again

Poverty Road Mile Block and

[illegible] Alan. is to proposed the Shermil lane on

[illegible] Strut

[illegible] could be legally approved.

[illegible] that 4/5 and could not proceed

[illegible] Mr. [illegible] he said City Just Difference

[illegible] Strut 0.3/mile

[illegible]

CITY OF DAYTON

In the Heart of Oregon's Garden Spot

DAYTON, OREGON

July 26, 1956

Oregon State Highway Dept.
Salem, Oregon

Dear.Sir;

Due to the construction of the new three mile lane cutoff, two of our city streets have received some heavy and unusual traffic, and in so doing has put our streets in a very bad condition.

The contractor of the road has used the streets to move its equipment to and from its operation. then when the Lafayette road was closed a number f of heavy commercial and industrial vehicles have given our streets a working over.

Thankin you very much for your consideration on the streets shown on our enclosed map.

Sincerely yours,

Jim Zupo
Street Supt.

RECEIVED
JUL 30 1956

7-5-56

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Dayton is an incorporated city of the State of Oregon, and has a population of _____, as given by the latest official census, and

WHEREAS, the following streets of said city, 5th St.

Form cc-50 (1953 Rev.)
Special City Allotment

From Ferry to Lafayette and Lafayette between 5th & 8th

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Fifth ST. 2 blks

Lafayette ST. 3 blks

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Dayton does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate James Zupo as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 5th day of July, 1956

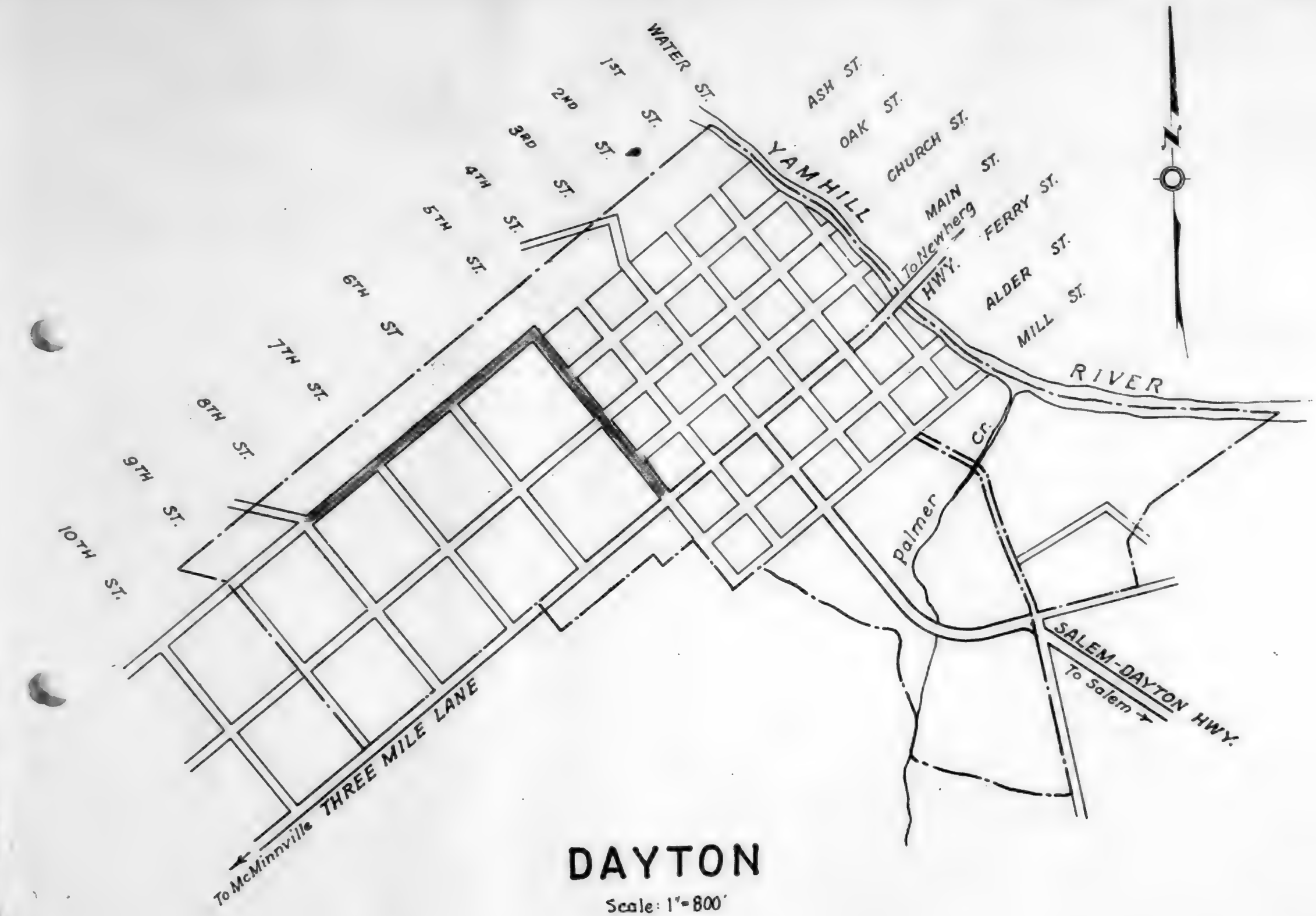
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Dayton at a regular or special meeting of said Council, held on the 5th day of July, 1956, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 14 day of July, 1956

Lena Filer
City Recorder



DAYTON

Scale: 1"=800'

302-1702 Philomath ("W" St.) Grad. 1957
and Paving Proj.
#4903

RECEIVED
OCT 29 1957
FOR FILING

4405

October 29, 1957

558

Mr. Ralph L. Walker, Recorder
City of Philomath
Philomath, Oregon

Dear Sir:

Upon receipt of your letter of October 11 regarding the paving on South Main Street in Philomath, we had an immediate investigation made and find that your statements are correct.

Our resident engineer immediately took this matter up with the contractor and they have agreed that they will promptly correct the poor workmanship. We are maintaining proper supervision of this work to see that it is brought to a satisfactory conclusion.

Thank you for bringing this matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. J. D. Walker

EAP:dmh fn

ASSIGNMENT

Date: October 15, 1957 No. 559 By [illegible]

Description: Letter of October 11 by Ralph Walker, Recorder, Philomath, re paving job awarded to Corvallis Sand and Gravel Company for paving South M Street. He sets forth oversight re sewer manholes which should be corrected.

Acknowledged by____ Referred to Edwards ✓

__Investigate and report with recommendation
XXX Such action as necessary ~~and report~~
__Comment or recommendation
XXX Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
FORREST COOPER

Executed 10-28-57 Report Received_____

"NT"

IGHWAY DEPARTMENT

NT CORRESPONDENCE

em, Oregon

er 23, 1957

UBJECT: Assignment No. P-35

the complaint of Ralph L. Walker, ilomath, on the subject assignment ber S. F. Walters. It was found l that the manholes were not properly

diately took the matter up with the job, the Corvallis Sand and Gravel mised that they would immediately ip which went into the raising of these sewer manholes. We will inspect the work after they have finished to be sure it is properly done.

J. D. Walker
Division Engineer

JDW:AM
cc Mr. S. F. Walters

CONSTRUCTION DIVISION
RECEIVED
OCT 1 1957
NOTED-- CE ACE ACE COE

FORM E90—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 23, 1957

SUBJECT: Assignment No. P-35

To: Mr. Tom Edwards
Construction Engineer
D E P A R T M E N T

Investigation of the complaint of Ralph L. Walker, Recorder of the City of Philomath, on the subject assignment was made by Resident Engineer S. F. Walters. It was found the complaint was valid and that the manholes were not properly constructed.

Mr. Walters immediately took the matter up with the contractor on this paving job, the Corvallis Sand and Gravel Company, and they have promised that they would immediately correct the poor workmanship which went into the raising of these sewer manholes. We will inspect the work after they have finished to be sure it is properly done.

J. D. Walker
Division Engineer

JDW:AM
cc Mr. S. F. Walters

CONSTRUCTION DIVISION
RECEIVED
OCT 24 1957
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

...ON, MAYOR ... RALPH WALKER, RECORDER ... MRS. TED WARD, TREASURER

City of Philomath

PHILOMATH, OREGON

October 11, 1957

REFERRED TO
COOPER
By State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon.

PLEASE RETURN TO
FORREST COOPER

Dear Sir:

Regarding the paving job awarded to the Corvallis Sand and Gravel Company by the Highway Department for the paving of south "M" street in Philomath.

The sewer manholes were raised to street level, in so doing there was a gap of about 8 inches between the bell and the curbed wall thru which at this time dirt and rocks fromabove are going into the sewer main.

This oversight should be reinspected and proper measures taken to keep dirt and rocks from entering the sewer main.

Respectfully yours
Ralph L Walker.
Ralph L. Walker, Recorder.

RECEIVED
OCT 11 1957
OREGON
STATE HIGHWAY COMMISSION

files

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

(date)
September 20, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4903	3 Final	Corvallis Sand & Gravel Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21563	H192181	$498.70	Sept. 20, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapmeske
ACCOUNTING DIVISION

Specified completion Date: 90 workdays from 4-15-57

Time Extensions: None

Completion Date: July 12, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 23, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 24 1957

NOTED ON CARD

RECEIVED
SEP 10 1957
FOR FILING

September 9, 1957

CERTIFIED MAIL

American Surety Co. of New York
725 Yeon Building
Portland 4, Oregon

Attention: Mr. David A. Lewis
Assistant Manager

Gentlemen:

State Highway Contract No. 4903 for work performed on "M" Street in the city of Philomath in Benton County was completed by the contractor, Corvallis Sand & Gravel Co., on July 12, 1957, and was formally accepted by the Highway Commission on August 8, 1957.

Final payment in the amount of $498.70 will be released to the contractor on or after September 19, 1957. The total contract amount is $13,140.63, of which amount $15.71 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

fp

NOTED ON CARD
9-9-57

RECEIVED
AUG 30 1957
FOR FILING

102 1702

4103

August 29, 1957

CERTIFIED MAIL

American Surety Co. of New York
David A. Lewis, Ass't Mgr.
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Corvallis Sand and Gravel Company on contract No. 4903, covering grading and paving on "H" Street in the City of Philomath, in Benton County. This payment, in the amount of $1,263.88 will be released to the contractor on or after September 9, 1957. The retained percentage is $500.00.

The State is not advised of any unpaid claim for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD
8-29-57

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 13, 1957, 19

Section Philomath ("M" Street)

Highway City Street County Benton

Contractor Corvallis Sand & Gravel Co

Date of contract March 29, 1957, 19

Date work started June 21, 1957, 19

Project authorization $14,841.60

Exclusive of engineering $13,785.64

Kind of work Grading & Paving

Section prefix 302-1702

Contract number 4903

Specified work days 90

Work days used 54

Per cent of time elapsed 60 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 13,785.64

Estimated per cent overrun or underrun . . . . . none %

Per cent of contract completed, based on total contract price . . . . . 100 % ?

Engineering authorization . . . . $ 1,055.30

Engineering cost to date $ 900, 85 %

Date project was completed July 12, 1957, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Grading, surfacing and paving completed. Messrs Walker and Asburry over project Monday and Tuesday. Difficulty encountered in backsloping ditches. Fences, utility poles, shrubbery along ditch line made it impracticable to use blade grader except to cut roadside ditch with vertival bank. A price agreement was negotiated with the contractor for a backhoe rig that could work in and around abstructions and the backslope was trimmed. All the shoulders and cleaning up completed Friday P.M. about 4.

CONSTRUCTION DIVISION
RECEIVED
JUL 15 1957
NOTED CE RE MOE CO

Signed S J Waller

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.24	.24			.24
Miles partially completed	~~.24~~				
Miles completed	.24	.24			.24
Total estimated quantities (contract)	760	1720			500
Total quantities corrected to date	760	1720			500
Estimated quantities moved or placed to date	700	1720			474
Average daily quantities	70	157			474
Average daily quantities necessary to complete project on time		Completed			
Number shifts per day		1			1
Hours per shift		8			8
Average force on project for week		9			11

Men 5

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons 5

Men and tractors

Equipment used during week: Shovels ....., Power graders 1, Rollers 1, Mixers ....., Crushing or screening plants ..... Paving plant 1

Compressors ....., Bulldozers ....., Compaction rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fiar all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 2 - 1957
FOR FILING

May 1, 1957

Corvallis Sand & Gravel Co.
P. O. Box 691
Corvallis, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4903, which was awarded to you on March 29, 1957 by the State Highway Commission, for grading and paving on the Philomath ("M" Street) Section in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm

Encl.

NOTED
V. R. [illegible]

NOTED
Harold C. Ayers

August 22, 1957

Mr. Ralph L. Walker
City Recorder
Philomath, Oregon

NOTED
John F. Hagemann

Dear Sir:

This is to advise that work on Contract No. 4903 with Corvallis Sand & Gravel Company for grading and paving on M Street in Philomath was completed on July 12, 1957.

Under the terms of the agreement dated March 4, 1957, the City assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
APR 1 - 1957
FOR FILING

302-1702

1403

April 1, 1957

Corvallis Sand and Gravel Company
P. O. Box 691
Corvallis, Oregon

Gentlemen:

The State Highway Commission on March 29, 1957, awarded to you State Highway Contract No. 4901 for the Philomath ("M" Street) Grading and Paving Project in Benton County.

This award was based on your bid of $12,942.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
MAR 27 1957
FOR FILING
302-1702
1903

March 26, 1957

Mr. Ralph L. Walker
City Recorder
City Hall
Philomath, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Philomath covering the $250,000 Special Fund project for grading and paving on M Street in Philomath.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 1

RECEIVED
MAR 26 1957
FOR FILING

Salem, Oregon
March 26, 1957

$250,000 Fund Project
Philomath

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

Attention: Mr. John D. Graham
Office Engineer

Attached hereto is a conformed copy of an agreement with the City of Philomath covering the $250,000 Fund project for grading and paving on M Street in Philomath.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Philomath, Oregon.

Secretary

rn
Attach: 1

FORM E3C—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1957

SUBJECT: $250,000 Fund Project
Philomath

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the $250,000 Fund project for grading and paving on M Street in Philomath.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This project was approved by the Highway Commission on December 17, 1956.

John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date March 8 1957

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-17-56 Minute Page 29

RECEIVED
MAR 8 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 6 1957

3-4-57

ORDINANCE NO. 142

An Ordinance providing for a form of agreement by and between the City of Philomath, Oregon, and the State of Oregon, acting by and through its State Highway Commission, for the improvement of "M" Street from Main Street to South City Limits, a distance of approximately 0.24 miles and declaring an emergency.

THE PEOPLE OF THE CITY OF PHILOMATH, OREGON, DO ORDAIN AS FOLLOWS:

Whereas the City of Philomath, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision or ORS 366.800 and 366.805, and,

Whereas the State Highway Commission has accepted such application for the improvement of "M" Street from Main Street to South City Limits, a distance of approximately 0.24 miles, and,

Whereas in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $20,000 and the City of Philomath to pay all cost in excess of $20,000, the City of Philomath does ordain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Philomath, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of "M" Street from Main Street to South City Limits and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1957 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the People of the City of Philomath, Oregon, an emergency hereby is declared to exist and the ordinance shall be in full force and effect immediately upon its passage by the City Countil.

PASSED by the Council of the City of Philomath, March 4, 1957.

APPROVED by the Mayor this 4th day of March, 1957.

Gordon T. Lawson
Mayor

ATTEST:

Ralph L. Walker
City Recorder

GORDEN LARSON, MAYOR

RALPH WALKER, RECORDER

J. L. KIPPER, TREASURER

City of Philomath

PHILOMATH, OREGON

January 23, 1957

NO
Harold C. Ayers

Dear Harold:

J. F.

The Street Committee met Thursday evening Jan., 17 and decided that the best thing was to notify all the property holders onn South "M" street and have a meeting January 21. This meeting was held Monday evening and 12 of the 19 owners were present.

Mr. Askay outlined the entire setup and explained the entire programe. A vote was taken at this time and the results were as follows, One vote for and eleven against paving the remainder of the street.

Their greatest objection was the cost per foot.

There may be more on this project in the next few day and if ther is I will let you know.

Yours truly

Ralph L. Walker.

Ralph L. Walker

NOTED

RECEIVED
JAN 24 1957
ENGINEER
COUNTY COMMISSIONERS

NOTED
C. G. SWENSON

Memo to File

1-16-57

Contacted the City Engineer - Mr. Ruff Walker and Chairman of Street Committee and advised them that if we changed the project, to conform with thier letter of Jan. 12, 1957, the City would have to pay all the added cost - And would have to show the Cash at time of receiving bids & before award of Contract. They said they believed the City had the required funds and could go ahead. and worked a '42' street. $47,000 prel. Est.

The Street Committee & the Finance Committee will meet to-night to arrange finances and to send letters to effected property owners for a meeting to decide on Assessments.

The City records will write a letter on Thursday the 17 and advise of finances - and by end of week or first of next week - would know if property owners were in agreement - Then would send us a letter authorizing the go ahead -

NOTED
C. G. SWENSON

HCA.

NOTED

D-13-56

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Philomath is an incorporated city of the State of Oregon, and has a population of 1289, as given by the latest official census, and

WHEREAS, the following streets of said city, _____

RECEIVED
MAR 12 1956
ENGINEER
COUNTY ROAD RELATIONS

Form cc-50 (1953 Rev.)
Special City Allotment

South "M"
South "J"
North "F"

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

South "M"
South "J"
North "F"

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Philomath does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Ralph L Walker as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 13th day of February, 1956

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

--------- ---------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Philomath at a regular or special meeting of said Council, held on the 13th day of February, 1956, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 10 day of March, 1956

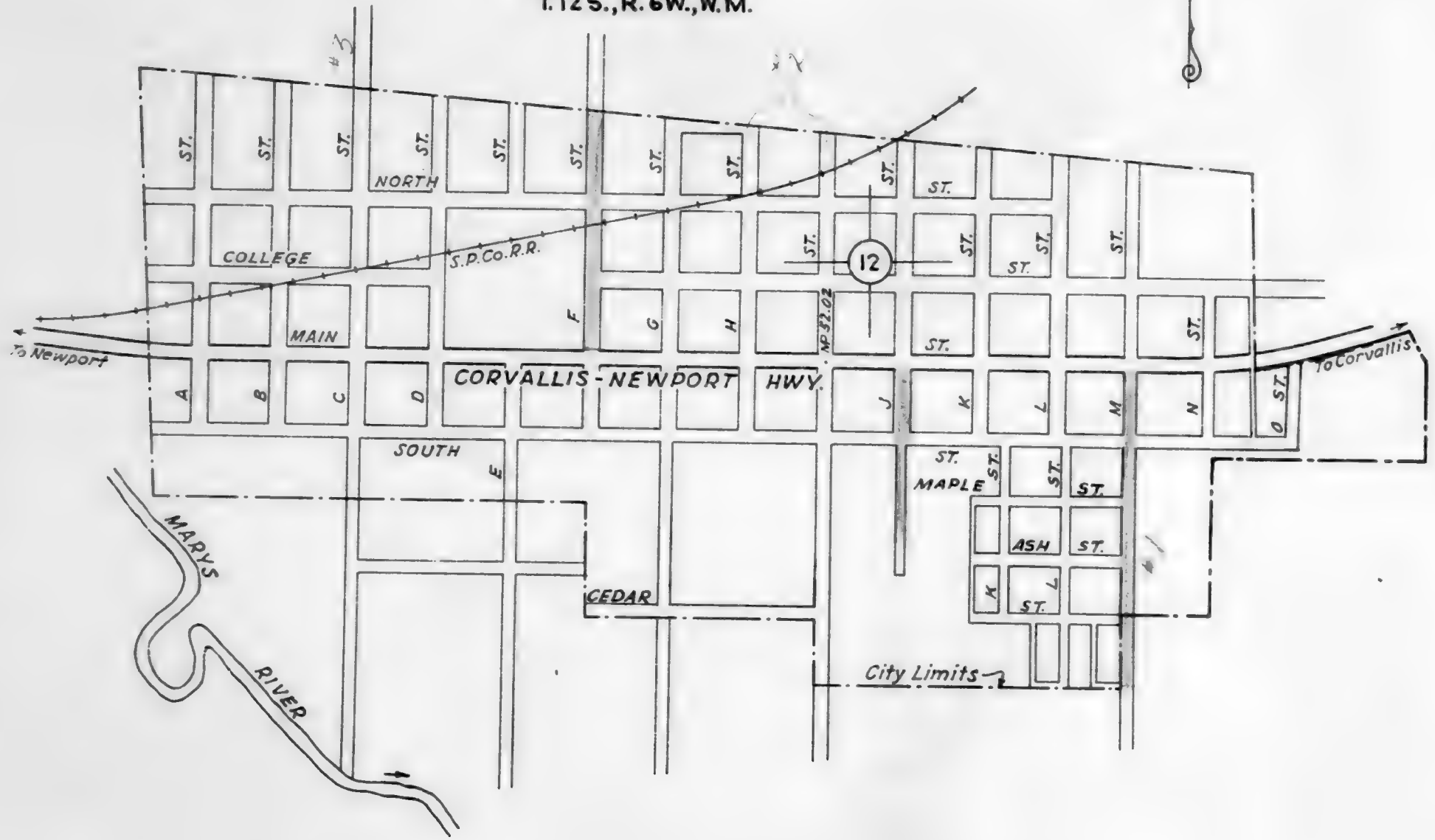
Ralph L Walker
City Recorder

PHILOMATH

Scale 1"=800'

BENTON COUNTY

T. 12 S., R. 6 W., W. M.



Rev. 5-21-52

F-115(2) Mill Cr. (Seaside) Sec. of the Oregon Coast Hwy. 1957

RECEIVED
NOV 12 1957
FOR FILING

Nov. 7, 1957

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Larson Construction Co., P. O. Box 120, Astoria, against James G. Robertson in the sum of $302.10 for labor and equipment rental furnished on our Contract No. 4904, for installation of a culvert, grading and stone base on Mill Creek in Seaside.

This information is furnished as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:em

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

Mansfield & Co.
1975 S. W. Fifth Ave.
Portland 4, Oregon

James G. Robertson
Rt. 1, Box 385A
Clackamas, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

OFFICE PHONE ~~XXXXX~~FA5-1921 RESIDENCE PHONE ~~XXXXX~~FA5-4179

LARSON CONSTRUCTION CO.

P. O. Box ~~XXX~~ 120
ASTORIA
~~XXXXXXXXXX~~ OREGON

November 1, 1957

Secretary of State
Salem, Oregon

Dear Sir:

Notice is Hereby given that the undersigned, Larson Construction Company, has a claim for rental of equipment including operator in the sum of 302.10, including interest to date against the bond taken from J. G. Robertson and United Pacific Insurance Company through Mansfield & Company for the work on Mill Creek Section of Oregon Coast Highway Contract No. 4904.

Respectfully,

LARSON CONSTRUCTION COMPANY

R. C. Larson

RCL:lo

Suit No. 3586

FILED
NOV 1 1957
MARK O. HATFIELD
SECRETARY OF STATE

RECEIVED
MARK O. HATFIELD

NOTED ON CARD

RECEIVED
NOV 12 1957
FOR FILING

Files
Contracts

4904

Nov. 7, 1957

The Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Attention: Geo. C. Stephens
Records Division

Dear Sir:

This is to acknowledge your letter of November 5 to which was attached three copies of a claim received in your office from Larson Construction Company against James O. Robertson for labor and rental of equipment on our Contract No. 4904.

The claim is in the sum of $302.10 and bears your file No. 3586.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:cm

NOTED ON CARD

MARK O. HATFIELD
SECRETARY OF STATE
SALEM, OREGON

November 5, 1957

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received from Larson Construction Company, Astoria, and filed as of this date a notice of claim for equipment rental, furnished in the sum of $302.10, against the bond taken from J. G. Robertson, principal, and United Pacific Insurance Company, surety, through Mansfield & Company, for the work on Mill Creek Section of Oregon Coast Highway Contract No. 4904, our file No. 3586.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Sincerely,

MARK O. HATFIELD
Secretary of State
By Geo O Stephens

Records Division

GS:b
Enc.

REFERRED TO
BY SECRETARY

RECEIVED
NOV - 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
NOV 12 1957
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

COPY

Nov. 7, 1957

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

NOTED
W. C. WILLIAMS

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Larson Construction Co., P. O. Box 120, Astoria, against James G. Robertson in the sum of $302.10 for labor and equipment rental furnished on our Contract No. 4904, for installation of a culvert, grading and stone base on Mill Creek in Seaside.

This information is furnished as your Company appears as surety on the performance bond furnished with this Contract.

Very truly yours,

H A Bellamy

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:em

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

Mansfield & Co.
1975 S. W. Fifth Ave.
Portland 4, Oregon

James G. Robertson
Rt. 1, Box 385A
Clackamas, Oregon

Commissioners
W. C. Williams
Forrest Cooper

RECEIVED
OCT 18 1957
FOR FILING

4704

October 18, 1957

Mr. John Barr
Accounting Division
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

In our letter dated September 24, 1957 to Mr. C. G. Polk of the Bureau of Public Roads, stated that Project No. F-115(9) Mill Creek (Lonnie) Section was being submitted for $1,669.00. This was in error and should have read $1,697.00.

Very truly yours,

J. U. Dash
Assistant Office Engineer

DAR:lmr

RECEIVED
OCT 11 1957
FOR FILING

W. L. WILLIAMS

ill Creek(Seaside)
regon Coast Highway
ontract #4904 F-115(9)

FINAL COST ANALYSIS
Culvert, Grading and Stone Base
James G. Robertson, Contractor
E. J. Hall, Resident Engineer

October 4, 1957
Prefix 4-107-201 (41)

1204 Items	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
emove portion of structure nd provide for traffic	100%	All	--	$ 2,864.00	$2,496.90	$2,864.00
rainage Excav. Unclass.	199.4	C.Y.	.89	.87	177.89	173.48
eneral Excav. Unclass.	3,091.6	C.Y.	.89	.87	2,758.09	2,689.69
ractor & Dozer	14	Hrs.	24.38	35.00	341.36	490.00
2" Asbestos, Bonded C.M.P.	258	L.F.	42.56	40.60	10,981.48	10,474.80
xtra for Pipe under Pavmt.	84	L.F.	4.24	4.50	355.79	378.00
2" Metal Tide Gates	3	Each	852.29	968.00	2,556.87	2,904.00
lass "A" Conc.	18.37	C.Y.	75.56	72.00	1,388.16	1,322.64
etal Reinforcement	1,747	Lb.	.164	.16	287.25	279.52
ose Rip Rap	196.36	C.Y.	2.65	3.00	520.60	589.08
A 1 Furnish & Drive Treated Pile	5	Each	88.00	90.00	440.00	450.00
2 Cement Adj. Favor Contr.	6.51	bbl.	4.87	4.87	31.70	31.70
rce Account					545.54	586.65
					$22,881.63	23,233.56

Gross Revenue	$23,233.56
Total Cost	22,881.63
Net Profit	351.93

Net profit equals 1.5% Gross Revenue.

Contract #4904

L O F C O S T:				$3,212.31
				321.23
r Insurance				$3,533.54
U I P M E N T R E N T A L & M I S C.				737.20
Equipment Rental (owned)				4,168.00
Equipment Rental (rented)				486.00
G.O.G.				139.42
Bond				40.12
PL & PD				1,200.00
Home Office & Overhead				182.00
Move In				51.70
Misc. Small Tools				$7,004.44
M A T E R I A L S	Quantity	Unit	Unit Pr.	
72" Asbestos, Bonded CMP	258	L.F.	34.53	8,908.74
72" Tide Gates	3	Each	654.00	2,062.00
Class "A" Concrete	18.37	C.Y.	15.30	281.06
Metal Reinforcement	1,747	Lbs.	.11	192.17
Loose Rip Rap (Hauled)	196.36	C.Y.	1.50	294.54
Timber Piles	5	Each	18.00	90.00
Lumber				380.00
Bolts, Chains & Misc.	All			135.14
				$12,343.65
				$22,881.63

Contract #4904

REMARKS:

This project is a "Federal Aid Primary Project," calling for construction of channel change involving approximately 3800 c.y. of excavation, installation of three 72" asbestos bonded corrugated metal pipes and construction of concrete headwalls and wing walls and placing of three tide gates.

The north end of the project is at Sta. 515+48, which station is about 100 feet north of the existing structure over Mill Creek, approximately 0.14 miles north of the city limits of Seaside. The south end of the project is at Sta. 515+97.

The contract was bid and awarded March 29, 1957. The contractor started working April 15, 1957, and completed the project June 19, 1957.

The contractor was inexperienced and did not have equipment of his own to do the work. This necessitated the renting of a 3/4 yd. shovel, and crawler type tractor at an exorbitant rental rate.

The combination of high equipment rental costs and poor co-ordination of the work resulted in a very small profit.

M. N. Juve
Chief Cost Analyst

By

H. R. Sturgis

RECEIVED
OCT 7 1957
FOR FILING

Files
Returned

Oct. 3, 1957

Larson Construction Co.
P. O. Box 120
Astoria, Oregon

Attention: R. C. Larson

Gentlemen:

The United Pacific Insurance Company, through Mansfield & Co., 1975 S. W. Fifth Avenue, Portland 4, furnished the performance bond on Contract No. 4904, awarded to James G. Robertson for work on the Mill Creek (Seaside) Section of the Oregon Coast Highway.

The contract was completed June 19, 1957, and accepted by the Commission on August 8, 1957. Final payment was mailed to the contractor on September 27, 1957.

If you wish to protect your claim against the bond on this contract for a period longer than six months after completion and acceptance, you should file the claim with the Secretary of State. Attached are excerpts from the Oregon laws outlining the procedures necessary in filing such a claim.

If you wish us to consider your claim on file with this office, please advise the amount and other pertinent details.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:em
Attach.

NOTED ON CARD

OFFICE PHONE 447- FA 5-1921

RESIDENCE PHONE 448-
FA 5-4179

LARSON CONSTRUCTION CO.

P. O. BOX 748 120
~~BONNEVILLE, OREGON~~
Astoria, Oregon

Oct. 1, 1957

4904

Oregon State Highway Commission
Salem, Oregon

Gentlemen,

May we have the name of the bonding company covering the Mill Creek Job near Seaside, Oregon for James Robertson, Contractor of Rt 1 Box 385A, Clackamas, Oregon.

We have to date not been paid in full on this job.

Very truly yours,
Larson Construction Co.

R.C. Larson

rcl/of

REFERRED TO
BY SECRETARY

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
OCT 7 1957
FOR FILING

4704

Oct. 3, 1957

Brookfield Company
P. O. Box 120
Astoria, Oregon

Attention: E. W. Blomquist, Mgr.

Gentlemen:

The United Pacific Insurance Company, through Mansfield & Co., 1975 S. W. Fifth Avenue, Portland 4, furnished the performance bond on Contract No. 4904, awarded to James G. Robertson for work on the Mill Creek Section of the Oregon Coast Highway in Seaside.

The Contract was completed June 19, 1957, and accepted by the Commission on August 8, 1957. Final payment was mailed to the contractor on September 27, 1957.

If you wish to protect your claim against the bond on this contract for a period longer than six months after completion and acceptance, you should file the claim with the Secretary of State. Attached are excerpts from the Oregon laws outlining the procedures necessary in filing such a claim.

If you wish us to consider your claim on file with this office, please advise the amount and other pertinent details.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:cm
attach.

NOTED ON CARD

TELEPHONE ~~844~~FA 5-1921

Brookfield Company

LUMBER
BUILDING MATERIALS
CONCRETE
PLUMBING AND HEATING
PAINTS AND WALLPAPER
APPLIANCES

FRANKLIN AT 32ND STREET
P.O. BOX 120
ASTORIA, OREGON

Oct. 1, 1957

4904

Oregon State Highway Commission
Salem, Oregon

Gentlemen,

May we have the name of the bonding company covering the Mill Creek Job near Seaside, Oregon for James Robertson, Contractor of Rt 1 Box 385A, Clackamas, Oregon.

We have to date not been paid in full on this job.

Yours very truly,
Brookfield Co.

E.W. Blomquist

E.W. Blomquist, Mgr.

ewb/of

REFERRED TO
BY SECRETARY

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
SEP 30 1957
FOR FILING

File

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 25, 1957

(CONTRACT-NO.)	(EST. NO.)	(CONTRACTOR)	
4904	4 F	James G. Robertson	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22068	H 192676	$697.01	Sept. 25, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenhaus
ACCOUNTING DIVISION

Specified completion Date: 50 workdays from 4-15-57

Time Extensions: None

Completion Date: June 19, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 26, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

SEP 27 1957

NOTED ON CARD

RECEIVED
AUG 26 1957
FOR FILING

August 23, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4904 for culvert, grading, and stone base on the Mill Creek (eastside) Section of the Oregon Coast Highway in Clatsop County was completed by the contractor, James G. Robertson, on June 19, 1957 and was formally accepted by the Highway Commission on Aug. 8, 1957.

Final payment in the amount of $697.01 will be released to the contractor on or after Sept. 3, 1957. The total contract amount is $23,233.56, of which amount $586.65 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
cm

RECEIVED
AUG 6 1957
FOR FILING

File

08-35

August 5, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-115(9), Mill Creek (Seaside) Section of the Oregon Coast Highway - Contract No. 4904

Dear Sir:

We are returning, without approval, all copies of Order for State Force Work, No. 269, in connection with the above project. The order covers proposed installation, by State forces, of trash racks at the inlet ends of the three 72" corrugated metal pipes installed on this project.

It is our opinion that the amount of work involved is too small to warrant the carrying through of procedures necessary for its justification and is work that should have been anticipated and performed in connection with the contract.

As the need for trash racks has become apparent since completion of the contract, it would seem that they should be installed by State forces as regular maintenance work.

Very truly yours,

C. G. Polk
Division Engineer

Attachments

Original to SHP

RECEIVED
JUL 15 1957
FOR FILING

July 15, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to James G. Robertson in connection with Contract No. 4904, for culvert, grading, and stone base on the Mill Creek (Seaside) Section of the Oregon Coast Highway in ClatsopCounty. This payment, in the amount of $3,826.55, will be released to the contractor on or after July 25, 1957. The retained percentage is $697.01.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 28, 19 57

Section Mill Creek (Seaside)

Highway Oregon Coast County Clatsop

Contractor James G. Robertson

Date of contract March 29, 19 57

Date work started April 15, 19 57

Project authorization $ 28,285.20

Exclusive of engineering $ 26,273.81

Engineering authorization $ 2,011.39

Engineering cost to date $ 2,280.00, 113 %

Kind of work Culvert, Grading & Stone Base

Section prefix 4-1076

Contract number 4904

Specified work days 50

Work days used 43

Per cent of time elapsed 86 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 23,883.56

Estimated per cent ~~overrun~~ underrun . . . . . 9 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Date project was completed June 19, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed removal of all equipment and cleaning up of the project on June 25.

Mr. Arthur Bester, Bureau Public Roads, inspected this project on Wednesday.

Semi-Final estimate mailed to Salem June 27.

Final Report

CONSTRUCTION DIVISION
RECEIVED
JUL 1 1957
NOTED

Noted
M. N. Juve

Signed E. C. Hall Res. Engr.

Address P.O. Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	Riprap BASING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	3,800				200
Total quantities corrected to date	3,092				196
Estimated quantities moved or placed to date	3,092				196
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders .....; Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Cloudy		
Wednesday	Showers		
Thursday	Cloudy		
Friday	Clear		
Saturday			

RECEIVED

RECEIVED
JUL 1 1957
FOR FILING

June 27, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 269 covering installation of trash racks on inlet end of three 72" corrugated metal pipes on the Mill Creek (Seaside) Section of the Oregon Coast Highway in Clatsop County, Contract No. 4904, in connection with Federal Aid Project No. F-115(9).

The state has the necessary material and equipment, operated by trained crews, to perform this work economically. The contractor is not equipped to do this work and the amount is too small to warrant a separate contract.

Equipment rental rates are to conform with the established schedule.

Copies of the sketch of the proposed trash racks are attached hereto.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
JUN 26 1957
FOR FILING
F-115(9)
4904

June 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 19, 1957, on Contract No. 4904, Mill Creek (Seaside) Section, in Clatsop County, in connection with Federal Aid Project No. F-115(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEF:bb

cc: Clarence G. Swanson

RECEIVED
JUN 17 1957
FOR FILING

4904

June 14, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering constructing a floating boom on the Hill Creek (Seaside) Section of the Oregon Coast Highway in Clatsop County, Contract No. 4904, in connection with Federal Aid Project No. F-115(9).

This work is necessary to protect the tide gates, being installed under this contract, from damage by floating logs and debris. The boom is to be anchored to piling, which will be placed under Price Agreement No. 1.

Very truly yours,

W.C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

Encl.

DBP:cr

Form PR 2 (Revised 1950)

State Oregon

Project No. F-115(9)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of May, 19 57,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 28th day of February, 19 57, a program, which was approved on the 4th day of March, 19 57, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 13th day of March, 19 57, and the sum of sixteen thousand, six hundred and 00/100

dollars ($ 16,600.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 515+48 and 515+97 north of Seaside,

, length 0.009 miles, in Clatsop County, being Oregon project No. F-115(9), consisting of 0.009 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~aggregating in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of sixteen thousand, six hundred and 00/100 dollars ($ 16,600.00), which does not exceed the authorized Federal pro rata share of twenty six thousand, eight hundred thirty one and 64/100 dollars ($ 26,831.64), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Rigmes
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:
H. L. Cook
STATE HIGHWAY ENGINEER

By _____
Member, State Highway Commission
(Title of officer)

By Robert Bruce
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By C H Tolk
District Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5 A4.62

May 14, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Hill Creek (Seaside) Section, Project No. F-115(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WWC:ia

April 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Mill Creek (Seaside) Section, Project No. F-115(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MCC:ia

Oregon State Highway Department

Federal Aid
Project No. F-115(9)

[illegible] (CLACKAMAS) SECTION OF THE OREGON

[illegible] IN CLACKAMAS COUNTY

(Estimate on a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 19, 1937

Type Code 1937
Mill Creek Culvert (Sta. 7[illegible] to Sta. 916+7)(Contract No. A[illegible])

All required	Remove Old Structure and Provide for Traffic	$	$ 2,364.00
220 cu. yds.	Drainage Excavation, Unclassified	0.87	191.40
3,800 cu. yds.	General Excavation, Unclassified	0.87	3,306.00
10 hours	Tractor and Dozer	35.00	350.00
280 lin. ft.	72-inch Asbestos Bonded Corrugated Metal Pipe	40.60	11,368.00
70 lin. ft.	Extra for Pipe under Pavement	4.50	315.00
3 only	72-inch Metal Tide Gates	968.00	2,904.00
20 cu. yds.	Class "A" Concrete	72.00	1,440.00
2,400 lbs.	Metal Reinforcement	0.16	384.00
200 cu. yds.	Loose Riprap	3.00	600.00
10 M-gals.	Sprinkling	2.00	20.00
			$ 23,742.40
All Required	Paving by State Forces		250.00
All Required	Flagging (57½% of Contractor's Cost)		400.00
	Subtotal		$ 24,392.40
	10% Engr. & Cont.		2,439.24
	Total		$ 26,831.64

Length of Project 0.009 Mile

Federal Funds - - -

Oregon State Highway Department

Federal Aid
Project No. F-115(9)

MILL CREEK (SEA SIDE) SECTION OF THE OREGON

COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 8, 1957

Type Code Y007
Mill Creek Culvert (Sta. 515+48 to Sta. 515+97)

All Required	Remove Old Structure and Provide for Traffic	$	$ 2,100.00
220 cu. yds.	Drainage Excavation, Unclassified	3.00	660.00
3,800 cu. yds.	General Excavation, Unclassified	1.25	4,750.00
10 hours	Tractor and Dozer	19.00	190.00
280 lin. ft.	72-inch Asbestos Bonded Corrugated Metal Pipe	48.00	13,440.00
70 lin. ft.	Extra for Pipe Under Pavement	3.50	245.00
3 only	72-inch Metal Tide Gates	800.00	2,400.00
20 cu. yds.	Class "A" Concrete	70.00	1,400.00
2,400 lbs.	Metal Reinforcement	0.15	360.00
200 cu. yds.	Loose Riprap	4.00	800.00
10 M-gals.	Sprinkling	3.00	30.00
			$26,375.00
All Required	Paving by State Forces		250.00
All Required	Flagging (57½% of Contractor's Cost)		400.00
		Subtotal	$27,025.00
		10% Engr. & Cont.	2,702.50
		Total	$29,727.50

Length of Project 0.009 Mile

Federal Funds.....	$18,400.00
State Funds.....	11,327.50
	$29,727.50

RECEIVED
APR 30 1957
FOR FILING
COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
4924

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 29, 1957

Pacific Power & Light Company
Public Service Building
Portland 4, Oregon

Re: Pacific Power & Light Company
Power Line Adjustment
Gill Creek (Seaside) Section
Oregon Coast Highway
Clatsop County

Gentlemen:

Receipt is acknowledged of your letter of April 25 with reference to the adjustment of your facilities on the above titled project.

Beyond acknowledgment of receipt of the communication, this letter is sent to you to express the appreciation of the Department for your fair expression of cooperation in the matter.

Very truly yours,

J. W. DeBOZA
Assistant Counsel

JWD:MJ
cc: Mr. L. L. Young
Mr. Forrest Cooper ✓
Mr. J. D. Walker
Mr. E. J. Hall
Mr. F. W. Farrar

FORM E30M—12½M—6-55—88200

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
April 28, 1957

SUBJECT: Pacific Power & Light Company
Power Line Adjustment
Mill Creek (Seaside) Section
Oregon Coast Highway
Clatsop County

To: Mr. L. H. Young
Assistant Construction Engineer
Office

Herewith I hand you copy of letter from Pacific Power & Light Company relative to the adjustment of public utility facilities on the above titled project.

I am also sending you copy of letter of acknowledgment to Pacific Power & Light Company.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper
Mr. J. D. Walker
Mr. E. J. Hall
Mr. F. W. Farrar

RECEIVED
APR 30 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORREST COOPER

PACIFIC POWER & LIGHT COMPANY

PUBLIC SERVICE BUILDING

PORTLAND 4, OREGON

April 25, 1957

RECEIVED
APR 29 DEPT.

Oregon State Highway Department
Salem
Oregon

Attention: Mr. J. W. DeSouza
Assistant Counsel

Re: Pacific Power & Light Company
Power Line Adjustment
Mill Creek (Seaside) Section
Oregon Coast Highway
Clatsop County

Gentlemen:

This refers to your letter of April 8, 1957, relating to the relocation of certain of Pacific Power & Light Company facilities on the above titled project.

The required work involves the moving of two poles, one of which is located on the highway right of way at Highway Station 515/50. The expense of relocating said pole is the obligation of the Company.

The second pole is situated on private property at Station 515/88 and the expense of relocating said pole is usually the obligation of the State.

Our local people at Astoria made a field check of the pole at Highway Station 515/88 and estimated the expense of moving and relocating it. This might be termed a border line case as the expense after deductions for salvage and depreciation is quite low. Mr. Dempsie, manager of the Astoria district, suggests that in this case we do not request the State to reimburse the Company for said costs and that it be absorbed in the cost of the entire relocation work.

We, therefore, are not requesting the State to reimburse the Company for any part of the expense of relocating its facilities on the above Highway project.

Yours very truly,

A. H. Prael
Right of Way Agent

AHP:p

RECEIVED
APR 30 1957
FOR FILING

F-115(9)

4904

April 26, 1957

Mr. C. O. Falk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 252,259 covering asphaltic concrete paving and shoulder surfacing on the Mill Creek (Seaside) Section of the Oregon Coast Highway in Clatsop County, Contract No. 4904, in connection with Federal Aid Project No. F-115(9).

Your approval of this order under the provisions of U.A.M.-300 is requested.

Quantities are too small to be economically done by the contractor. State maintenance crews are available to do the work economically. Equipment rates will be according to established schedule.

This work is necessary to re-establish the pavement and shoulders after the culvert has been placed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DMPier

RECEIVED
APR 23 1957
FOR FILING
F 115 (9)
4904

April 19, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 15, 1957, on Contract No. 4904, Mill Creek (Seaside) Section, in Clatsop County, in connection with Federal Aid Project No. F-115(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MCW:ia

RECEIVED
APR 17 1957
FOR FILING
F 11 3 (2)
4904

April 17, 1957

Mr. James G. Robertson
Rt. 1, Box 385A
Clackamas, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4904, which was awarded to you on March 29, 1957 by the State Highway Commission, for culvert, grading and stone base on the Mill Creek (Seaside) Section of the Oregon Coast Highway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

esm

Encl.

Mailed
esm

RECEIVED
APR 15 1957
FOR FILING

April 11, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering state share of flagging costs on the Mill Creek (Seaside) Section of the Oregon Coast Highway in Clatsop County, Contract No. 4904, in connection with Federal Aid Project No. F-115(9).

Very truly yours,

W.C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RECEIVED
APR - 1957
FOR COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

F - 115(1)
4164

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 8, 1957

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Re: Pacific Power and Light Company
Power Line Adjustment
Hill Creek (Seaside) Section
Oregon Coast Highway
Clatsop County

Gentlemen:

Bids were received March 29 on the above titled project and it appears that certain of your facilities, involving the moving of poles, must be adjusted in order to accommodate the highway construction.

Part of the adjustment involves the moving of two poles, one of which is located on highway right of way on the easterly side of the highway at Station 515+50. This pole was located under Permit No. 1254, dated August 30, 1939, so that it will be your obligation to make the adjustment without compensation.

Another pole which must be moved is located on private property on the westerly side of the highway at Station 515+85, which apparently was placed by agreement with the property owner. With reference to this particular pole it will be the obligation of the State to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. E. J. Hall, Resident Engineer, Box 543, Astoria, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Hall.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:MM
cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. D. J. Walker
Mr. E. J. Hall
Mr. F. W. Farrar

NOTED
FORREST COOPER

RECEIVED
APR 9 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 9 - 1957

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 4, 1957

Pacific Telephone and Telegraph Company
509 S.W. Oak Street
Portland 4, Oregon

Re: Pacific Telephone and Telegraph Company
Telephone Line Adjustment
Fill Creek (Seaside) Section
Oregon Coast Highway
Clatsop County

Gentlemen:

Bids on the above titled project were received on March 27, 1957 and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction.

This adjustment involves the moving of one pole located on the easterly side of the highway at Station 515+56. This pole was placed on the state highway right of way under Permit No. 1888, dated May 8, 1944, so that it will be necessary for you to make the necessary adjustment without compensation.

Further details may be secured from Mr. E. J. Hall, Resident Engineer on the project, Box 543, Astoria.

Very truly yours,

J. M. DeSOUZA
Assistant Counsel

JMD:R
cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. J. D. Walker
Mr. E. J. Hall
Mr. F. M. Farrar

RECEIVED
APR 9 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR. 1 - 1957
FOR FILING

F-11-2 (9)
1194

April 1, 1957

Mr. James G. Robertson
Route 1, Box 385A
Clackamas, Oregon

Dear Mr. Robertson:

The State Highway Commission on March 29, 1957, awarded to you State Highway Contract No. 4904 for pipe culvert and grading on the Mill Creek (Seaside) Section of the Oregon Coast Highway in Clatsop County.

This award was based on your bid of $23,742.40, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
MAR 1 - 1957
FOR FILING
OREGON DISTRICT.
F-115(9)
4904

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

March 29, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4904 for Oregon Project F-115(9), Mill Creek (Seaside) Section of the Oregon Coast Highway, to James G. Robertson of Clackamas, Oregon, low bidder in the amount of $23,742.40 at the March 29, 1957 bid opening.

Very truly yours,

C. G. Polk
District Engineer

RECEIVED
MAR 14 1957
FOR FILING

08-35

March 13, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter dated March 12, 1957 requested approval of the use of force account methods in the performance of work on Oregon Project F-115(9), Mill Creek (Seaside) Section of the Oregon Coast Highway.

The installation of culverts and incidental work, including the placing of rock base, is to be accomplished under the proposed contract. Because of the small quantity involved, approximately 30 cu. yds., you have elected to construct the asphaltic concrete pavement with State forces.

As State maintenance crews will be readily available for this work and the estimated cost of $250 appears to be very reasonable, the force account method is approved as being in the public interest.

Very truly yours,

C. G. POLK
District Engineer

By

E. H. COKAN
Principal Highway Engineer

NOTED
FORREST COOPER

Original to Mr. Probst

RECEIVED
MAR 14 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 15 1957
FOR FILING

March 12, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the Mill Creek Bridge Section, Project No. F-115(9), Program Item No. 224.

It is proposed to install the pipe culverts with tide gates, the grading work and construction of rock base by contract. The asphaltic concrete pavement required on the project being a very minor item, estimated at approximately 30 tons, is not planned to be included in the contract work for the reason the expense of moving in necessary paving equipment for this small quantity will result in the cost being extremely high.

For these reasons we request your approval of performing the work by state forces. The cost of the work on this basis is estimated to be $250.00 or approximately $8.50 per ton.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

JWH:ia

RECEIVED
MAR 13 1957
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
F 115 (9)
4114

08-35

March 13, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-115(9), Mill Creek (Seaside) Section of the Oregon Coast Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

By E. H. Cowan
E. H. COWAN
Principal Highway Engineer

11-4209 London-Kinzua Jct. Oilin : 1957
Proj. on John Day and Mayo-
#4905 Hepponer Wells.

RECEIVED
NOV 13 1957
FOR FILING

W. C. Williams

Condon-Kinzua Jct.
Contract No. 4905

FINAL COST ANALYSIS

Oil
Russel Olson Constr. Co.
C. C. McKinney, Res. Engineer

November 6, 1957
John Day-Wasco-
Heppner Highwys.
Prefix No. 11-4209

Item	Quantity	Unit	U. Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of base	23.59	Mile	50.00	41.86	987.48	1,179.50
Hauling aggregates	17,520	Yd. Mile	.15	.17	3,008.95	2,628.00
Placing aggregates	4,160	C.Y.	.80	.49	2,031.59	3,328.00
120-25- asphalt	341.84	Ton	44.00	39.98	13,667.61	15,040.96
Force Account (State participation in flagging)					207.12	207.12
					$19,902.75	$22,383.58

Gross Revenue	$22,383.58
Total Cost	19,902.75
Net Profit	$ 2,480.83

W. C. WILLIAMS

Net profit equals 11.08% of gross revenue.

DETAIL OF COSTS

L A B O R		
Labor and supervision		$3,280.02
Labor insurance		270.14
Health and welfare		51.14
		$3,601.30
E Q U I P M E N T R E N T A L S & M I S C. S U P P L I E S		
Equipment rental, owned		$ 864.75
Equipment rental, hired, net		2,199.23
Gas, oil and grease		684.56
Freight on asphalt		2,867.11
Bond		118.50
Small tools and misc. supplies		69.05
Home office and general overhead		161.11
		$6,964.31
M A T E R I A L S		
120-150 asphalt,	342 tons at $27.30	$9,337.14
		$19,902.75

R E M A R K S:

This was a "State Project" consisting of the construction of 18.81 miles of Type 0-30 oil mat wearing surface on the John Day Highway, and 4.78 miles of Type 0-30 oil mat wearing surface on the Wasco-Heppner Highway in the Condon-Kinzua Section of the John Day and Wasco-Heppner Highways in Gilliam and Wheeler Counties.

This project was bid and awarded March 29, 1957, and completed July 12,1957.

The contractor started work on Tuesday, June 25. Base was prepared and all materials placed in four days. The surface was maintained during the following two weeks by using a #12 Cat grader with a steel brush mounted on the moldboard of the blade.

A fair profit was made despite the excess cost of hired trucks on the truck haul item.

M. N. Juve
Chief Cost Analyst

By

Gordon K. Hanson

OREGON STATE HIGHWAY DEPARTMENT

(date)

August 20, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4905	3-Final	Russell Olson Construction Co., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19093	H-189516	$ 671.51	8/20/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 50 workdays from 6-1-57

Time Extensions: None

Completion Date: July 12, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 20, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:
AUG 21 1957
Ruth Rawlings

RECEIVED
1957
4705

August 1, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4905 for oiling on the Condon-Kinzua Junction Section of the John Day and Wasco-Heppner Highways in Gilliam and Wheeler Counties was completed by the contractor, Russell Olson Construction Co., Inc., on July 12 but has not as yet been accepted by the Commission.

Final payment in the amount of $671.51 will be released to the contractor after acceptance by the Commission. The total contract amount is $22,383.58, of which amount $207.12 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Pendand-Williamson Agency
Pendleton
Oregon

NOTED ON CARD

RECEIVED
JUL 29 1957
FOR FILING

July 26, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Russell Olson Construction Co., Inc., in connection with contract No. 4905, for oiling on the Condon-Kinzua Junction Section of the John Day and Wasco-Heppner Highways in Gilliam and Wheeler Counties. This payment, in the amount of $1,195.53, will be released to the contractor on or after August 5, 1957. The retained percentage is $671.51.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Pendland-Williamson Agency
Pendleton
Oregon

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

11-4209

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 12, 1957, 19

Section London Kinzua Jct.

Highway John Day & Wasco ~~eppner~~ County Gilliam & Wheeler

Contractor Russell Olson Construction Co. Inc.

Date of contract March 29, 1957, 19

Date work started June 25, 1957, 19

Project authorization $39,360.94

Exclusive of engineering $39,561.94

Engineering authorization $2799.00

Engineering cost to date $2350.00, 84 %

Kind of work Oiling

Section prefix 11-4209

Contract number 4905

Specified work days 50 Beginning June 1, 1957

Work days used 13

Per cent of time elapsed 13/50 26 %

Estimated cost of completed project, exclusive of engineering $32,700.38

Estimated per cent ~~overrun~~ or underrun . . . . . 8 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Date project was completed July 12, 1957, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor maintained surfacing this week.

Signed L. L. McKinney

Address Heppner Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				23.59	
Miles partially completed					
Miles completed				23.59	
Total estimated quantities (contract)				370 T - 4350 cy	
Total quantities corrected to date				341.8 4160 cy	
Estimated quantities moved or placed to date				34.8 4160 cy	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders 1, Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
MAY 2 - 1957
FOR FILING
11-2-109
4905

May 1, 1957

Russell Olson Construction Co., Inc.
114 S. E. First St.
Pendleton, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of each of the two contracts listed below, which were awarded to you on March 29, 1957 by the State Highway Commission:

Contract No. 4905, for oiling on the Condon-Kinzua Jct. Section of the John Day and Wasco-Heppner Highways in Gilliam and Wheeler Counties.

Contract No. 4912, for paving on the Echo (DuPont St.) Section in Umatilla County.

A copy of these contracts is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm

Encl.

RECEIVED
APR 1 - 1957
FOR FILING

April 1, 1957

Russell Olson Construction Company
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on March 29, 1957 awarded to you State Highway Contract No. 4905 for the Condon-Kinzua Jct. Oiling Project on the John Day and Wasco-Heppner Highways in Gilliam and Wheeler Counties.

This award was based on your bid of $23,699.50, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

I-13(?) Jumeff Jo[illegible]r.-[illegible]r. 1[illegible]7
Structures on the Pacific

RECEIVED
AUG 1 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) July 30, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4906	12 Final	Tom Lillebo Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16947	H218595	$ 21,889.93	7-30-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeneske
ACCOUNTING DIVISION

Specified completion date: 270 workdays from 4-10-57

Time Extensions: none

Completion Date: June 2, 1958

Date Accepted: June 19, 1958

Penalties: none

Claims: none

Remarks:

Date: 7-30-58

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Quiery
~~H. B. Glaisyer~~
asst. Secretary

Warrant Mailed: JUL 30 1958

GPC

NOTED ON CARD

RECEIVED
JUN 3 0 1958
FOR FILING

June 30, 1958

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4906 for structures on the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County was completed by the contractor, Tom Lillebo Const. Co., on June 2, 1958, and was formally accepted by the Highway Commission on June 19, 1958.

Final payment in the amount of $21,889.93 will be released to the contractor on or after July 10, 1958. The total contract amount is $284,652.64, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

es

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
JUN 19 1957
FOR FILING

08-35

4906

June 14, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-138(9)
Jump Off Joe Creek-Louse Creek Sec.,
Pacific Highway - Order for State
Force Work dated June 10, 1957
Relocate California Oregon Power Co.
Power Lines
Estimated Cost $4,426.00

Dear Sir:

We are approving the subject order today. If Federal participation in the cost incurred is desired, the estimated cost should be shown in the project agreement estimate.

Very truly yours,

C. G. Polk
Division Engineer

By

E. H. Cowan
Acting Division Engineer

NOTED
FORREST COOPER

Original to
Mr. Probst

RECEIVED
APR 24 1957
FOR FILING

4906

April 23, 1957

Tom Lillebo Construction Co.
P. O. Box 365
Reedsport, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4906, which was awarded to you on March 29, 1957 by the State Highway Commission for Jumpoff Joe Creek-Louse Creek structures on the Pacific Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm
enc.

RECEIVED
APR 1 - 1957
FOR FILING

I-1=8(9)

4906

April 1, 1957

Tom Lillebo Construction Company
Box 365
Reedsport, Oregon

Gentlemen:

The State Highway Commission on March 29, 1957 awarded to you State Highway Contract No. 4906 for construction of concrete structures on the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County.

This award was based on your bid of $286,592.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
MAR - 1957
OREGON DISTRICT
FOR FILING

I 138(9)

4906 08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

March 29, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4906 for Oregon Project No. I-138(9), Jumpoff Joe Creek-Louse Creek (Structures) Section of the Pacific Highway, to Tom Lillebo Construction Co. of Reedsport, Oregon, low bidder in the amount of $286,592.00 at the March 29, 1957 bid opening.

Very truly yours,

C. G. Polk
District Engineer

State Printing 95633

Form E-1—10M—6-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

I-12-1
4121

For Week Ending March 16, 19 57

Section Jump Off Joe- Louse Creek

Highway Pacific

Contractor Peter Kewitt

Date of contract ....., 19.....

Date work started ....., 19.....

Project authorization . . . . . $.....
Exclusive of Engineering . . . . $.....

Estimated cost of completed project, exclusive of engineering . . . . . $.....

Estimated per cent overrun or underrun . . . . . 0 %

Per cent of contract completed, based on total contract price . . . . . 0 %
Engineering authorization . . . . $.....

Engineering cost to date $....., ...%

Kind of work Grading

Section prefix 17-1029

Contract number .....

Date of completion ....., 19.....

Estimated date of completion ....., 19.....

Per cent of time elapsed 0 %

Date project was completed ....., 19.....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor moving in equipment and plans to start work next monday.

Signed C. L. Lawson

Address Box 306 Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 96633

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.40	6.40			
Miles partially completed	0	0			
Miles completed	0	0			
Total estimated quantities (contract)	1,230,000	4,500			
Total quantities corrected to date	1,230,000	4,500			
Estimated quantities moved or placed to date	0	0			
Average daily quantities	0	0			
Average daily quantities necessary to complete project on time	5,857	21			
Number shifts per day	0	0			
Hours per shift					
Average force on project for week	0	0			
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders 1, Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers 3, Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Rain		
Tuesday	Snow		
Wednesday	Rain		
Thursday	Overcast		
Friday	Overcast		
Saturday			

RECEIVED
MAR 18 1957
FOR FILING
OREGON DISTRICT
I-138(9)

4906

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

March 13, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-138(9), Structures, Jumpoff-Joe Creek-Louse Creek Section of the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been obtained.

Very truly yours,

C. G. POLK
District Engineer

By E. H. Cowan
E. H. COWAN
Principal Highway Engineer

CPR8-2325

Form PR 2 (Revised 1950)

RECEIVED
NOV 29 1956
FOR FILING

State Oregon

Project No. I-138(8)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of November, 19 56,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 6th day of July, 19 56, a program, which was approved on the 29th day of August, 19 56, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 22nd day of October, 19 56, and the sum of ten thousand, two hundred and 00/100

dollars ($ 10,200.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11378-6

A4.62

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between ~~Purchase of right of way between Stations 742+00 and 1039+00, northwest of Grants Pass,~~

, length 5.625 miles, in Jackson County, being Oregon project No. I-138(8), ~~consisting of miles of roadway and bridges, each of more than 20 feet clear span, of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) In the event that actual construction of the road on this right-of-way is not undertaken by June 30, 1962, the State Highway Department shall repay to the Commissioner the sum or sums of Federal funds paid to the Highway Department under this agreement.

(c) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of ten thousand, two hundred and 00/100 dollars ($ 10,200.00), which does not exceed the authorized Federal pro rata share of eleven thousand, fifty one and 00/100 dollars ($ 11,051.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112 .

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

(Title of officer)

By _____

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____

Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11979-5 A4.52

November 9, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Jumpoff Joe-Louse Creek Section, Project No. I-138(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:bb

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)
Jumpoff Joe - Louse Creek Section
Pacific Highway
Jackson County

NATURE OF WORK:
Rights of Way (Purchase of Land Etc)

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

DATE OF COMPLETION:

REMARKS:

October 10, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding under separate cover four copies of estimate as a basis for project agreement, three copies of 100 foot scale right of way maps and one full size title sheet for the Jumpoff Joe-Louse Creek Section, Project No. I-138(8). Reduced copies of the title sheet will be submitted in the near future.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

JWM:ia

Oregon State Highway Department

Federal Aid
Project No. I-138(8)

ESTIMATE JOE CREEK-LOUSE CREEK SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on estimated cost of lands, damages, etc.)

Salem, Oregon, October 10, 1956

Type Code ROW
Rights of Way (Sta. 742+00 to Sta. 1039+00)

All Required	Rights of Way, Etc.	$11,051.00

Project Length 5.625 Miles

Federal Funds.	$10,200.00
State Funds.	851.00
	$11,051.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939

JIMSOFF JOE CREEK-LOUSE CREEK SECTION

PROJECT NO. I-138(6)

ESTIMATE OF COST OF RIGHTS OF WAY AREAS
TO BE ACQUIRED AND OTHER RIGHTS OF WAY EXPENSE

Highway Department Right of Way File No.	Area in Acres	Cost
24504	22.45	$ 6,000.00
25589	1.14	275.00
25804	0.20	200.00
24503	(Mining claim on O & C Land)	500.00
23614	9.02	550.00
24634	1.85	600.00
24980	2.93	1,100.00
24635	4.43	1,300.00
		$10,525.00
	Acquisition Expense (5%)	526.00
		$11,051.00

FORM E30—12½M—6-55—68209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 24, 1956

SUBJECT: Jump Off Joe Creek-Grants Pass Sect.
Pacific Highway
Josephine County

To: Mr. S. H. Probert
Office Engineer
O F F I C E

L

Herewith follows a tabulation of the right of way files on the above section that are not completed. Should you need any further information in this regard, it will be promptly furnished, if you will so advise.

File No.	Area	Est. Cost
25589	1.14 ac.	275.
24504	22.45 ac.	6,000.
24503	Mining claims on O & C land	500.
23614	9.02	550.
24634	1.85	600.
24980	2.93	1,100.
24635	4.43	1,300.
25804	0.20	20.00
	Total	~~$10,325.00~~ 10525.00
25804 ✓	Acquisition Expense 5%	516.25 526.00
		$10,841.25 11,051

R. L. Porter
Right of Way Engineer

RLP:smj

24504		Timber 230	22.45	5000 -
24505	purchased	6-12-56	2.40	500 - ✓
24510	"	4-30-56	4.00	800 - ✓
24513	"	5-10-56	15.74	2850 - ✓
24514	"	5-16-56	11.71	880.50 ✓
24503	OPC Land	mining claims		400.00
24518	purchased	5-18-56	18.60	1900 - ✓
23606	"	4-2-56	28.85	6740 - ✓
23609	purchased	5-16-56	2.78	644.75 ✓
23612	purchased	4-10-56	0.61	50.00 ✓
23614			9.02	450.00
24634			1.85	500.00
24980			2.93	900.00
24635			4.43	1100.00
25589			1.14	228.00

20-1027 Coast Fork Relief Br. on Willamette Hwy. 1957

#1207

RECEIVED
SEP 12 1957
FOR FILING
20-1027

files

OREGON STATE HIGHWAY DEPARTMENT

(date) August 29, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4907	4 Final	Hamilton & Thomas

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19694	H-190318	$ 1,912.65	8-29-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chafuentes
ACCOUNTING DIVISION

Specified completion Date: 120 Workdays from 4-10-57

Time Extensions: none

Completion Date: July 15, 1957

Date Accepted: August 8, 1957

Penalties: none

Claims: none

Remarks:

Date: 8-30-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 10 1957

NOTED ON CARD

RECEIVED
AUG 16 1957
FOR FILING

August 15, 1957

CERTIFIED MAIL

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Wash.

Gentlemen:

State Highway Contract No. 4907 for work performed on the Coast Fork Relief Bridge at Station 205+59, on the Willamette Highway in Lane County was completed by the contractor, Hamilton and Thoms, on July 15, 1957 and was formally accepted by the Highway Commission on Aug. 8, 1957.

Final payment in the amount of $1,942.65 will be released to the contractor on or after August 26, 1957. The total contract amount is $24,006.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD

RECEIVED
APR 24 1957
FOR FILING
4907

April 23, 1957

Hamilton and Thomas
Box 726
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4907, which was awarded to you by the State Highway Commission on March 29, 1957 for Coast Fork Relief Bridge on the Willamette Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm
enc.

RECEIVED
APR 9 - 1957
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

20-1027

4907

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 8, 1957

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Re: Pacific Power and Light Company
Power Line Adjustment
Coast Fork Relief Bridge Section
Willamette Highway
Lane County

Gentlemen:

Bids on the above titled project were received on March 29, 1957 and it appears that your power line must be adjusted due to conflict with the new construction. The line crosses the highway at Station 205+59 under the terms of Permit No. 1005, dated February 21, 1938, and it will be your obligation to take care of the adjustment without compensation.

The necessity for the change in your facilities is in order to provide for the driving of piling for the proposed structure. This adjustment may be made either by the raising of your power wires or by a temporary or permanent relocation of your power line.

Mr. R. W. Ellison, 2191 East 15th Street, Eugene, is Resident Bridge Engineer on the project and further details may be secured from him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RW
cc: Mr. L. H. Young - with file
Mr. Forrest Cooper
Mr. Frank Morgan
Mr. R. W. Ellison
Mr. F. W. Farrar

NOTED
FOR FILING

RECEIVED
APR 9 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 - 1957
FOR FILING

20-1-27

4907

April 1, 1957

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on March 29, 1957 awarded to you State Highway Contract No. 4907 for construction of the Coast Fork Relief Bridge on the Willamette Highway in Lane County.

This award was based on your bid of $23,982.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
F. M. Stephenson

24-3317 Silver Falls Canal 1957

#4203

RECEIVED
JUL [illegible] 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 24, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4908 4908	3-Final	C. A. Lents	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16217	H-186601	$439.61	7/24/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 40 workdays from 4-10-57

Time Extensions: None

Completion Date: June 10, 1957

Date Accepted: June 27, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: July 25, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 2[illegible] 1957

Ruth Rawlings

RECEIVED
JUL 16 1957
FOR FILING

July 15, 1957

CERTIFIED MAIL

Anchor Casualty Co.
Saint Paul 14
Minnesota

Gentlemen:

State Highway Contract No. 4906 for work performed on the Silver Falls State Park Chapel in Marion County was completed by the contractor, C. A. Lants, on June 10, 1957 and was formally accepted by the Highway Commission on June 27, 1957.

Final payment in the amount of $439.61 will be released to the contractor on or after July 25, 1957. The total contract amount is $13,025.12, and No force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

NOTED ON CARD

RECEIVED
JUN 25 1957
FOR FILING

June 25, 1957

CERTIFIED MAIL

Anchor Casualty Company
Saint Paul 14
Minnesota

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. A. Lantz in connection with Contract No. 4908, for Silver Falls State Park Chapel in Marion County. This payment, in the amount of $6,500.14, will be released to the contractor on or after July 5, 1957. The retained percentage is $389.24.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
APR 17 1957
FOR FILING

4-211
4908

April 17, 1957

C. A. Lantz, Contractor
1053 South Commercial St.
Salem, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4908, which was awarded to you on March 29, 1957 by the State Highway Commission, for Silver Falls Chapel in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cam

Encl.

Noted
cam

RECEIVED
APR 1 - 1957
FOR FILING

24-3317

4998

April 1, 1957

Mr. C. A. Lantz
1053 S. Commercial Street
Salem, Oregon

Dear Mr. Lantz:

The State Highway Commission on March 29, 1957, awarded to you State Highway Contract No. 4998 for construction of the Silver Falls Chapel in the North Silver Creek Youth Camp Area of Silver Falls State Park in Marion County.

This award was based on your bid of $12,995.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
C. H. Armstrong

24-3 13 Gervais Blue Star Rest Area 1957

#1208

RECEIVED
1957

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 30, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4909	3 Post Final	V. L. Reinecke	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16971	H-187356	$ 30.00	7/30/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 40 Workdays from 4-10-57

Time Extensions: None

Completion Date: June 10, 1957

Date Accepted: June 27, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: July 31, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 31 1957

Ruth Rawlings

filed

OREGON STATE HIGHWAY DEPARTMENT

(date)
July 8, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4909	2-Final	V. L. Reinecke	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15023	H-185393	$ 2,959.21	7/8/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 40 workdays from 4-10-57

Time Extensions: None

Completion Date: June 10, 1957

Date Accepted: June 27, 1957

Penalties: None of record.

Claims: None of record.

Remarks:

Date: July 9, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 9 1957

Ruth Rawlings

NOTED ON CARD

DM

RECEIVED
JUN 25 1957
FOR FILING

24-3918

4909

June 25, 1957

CERTIFIED MAIL

National Surety Corporation
401 California St.
San Francisco, Calif.

Attn.: Fidelity & Surety Dept.

Gentlemen:

State Highway Contract No. 4909 for work performed on the Gervais Blue Star Roadside Rest Area in Marion County was completed by the contractor, V. L. Reinecke, on June 10, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $2,959.21 will be released to the contractor after acceptance by the Commission. The total contract amount is $5,330.71, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

RECEIVED
APR 1957

4109

April 23, 1957

Mr. V. L. Reinecke, Contractor
951 N. 5th St.
Woodburn, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4109, which was awarded to you on March 29, 1957 by the State Highway Commission, for construction of Gervais Blue Star Roadside Rest Area in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm
enc.

RECEIVED
APR 17 1957
FOR FILING
4-17-57
4709

April 17, 1957

CERTIFIED MAIL

Mr. V. L. Reinecke
Woodburn, Oregon

Dear Sir:

Attached is your Cashier's Check No. 6354 in the sum of $263.50, submitted as a bid guaranty on March 29, 1957 with your proposal for the Cornais Blue Star Rest Area Project, on which you were the low bidder. As the contract has been signed and the bond approved for this contract, No. 4209, we are returning your check.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

fp
Enc.

cc Mr. John Horr- Accounting

RECEIVED
APR 3 - 1957
FOR FILING
4901

April 2, 1957

Mr. V. L. Reinecke
Woodburn, Oregon

Dear Sir:

As you were the low bidder for the Germain Blue Star Rest Area project, we are retaining your Cashier's Check No. 6354 in the amount of $263.50 which you submitted as a guaranty with your proposal of March 29, 1957, on which date bids were received by the Highway Commission.

We are also retaining your Cashier's Check No. 6355 in the amount of $281.00 which you submitted on March 29 with your bid for the Champoeg State Park Latrine project. As you were the second low bidder on this project your check will be returned as soon as the contract has been executed by the low bidder.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Mr. John Herr
G. Lewis

RECEIVED
APR 1 - 1957
FOR FILING

April 1, 1957

Mr. V. L. Reinecke
Woodburn, Oregon

Dear Mr. Reinecke:

The State Highway Commission on March 29, 1957, awarded to you State Highway Contract No. 4909 for the Gervais Blue Star Rest Area project on the Pacific Highway in Marion County.

This award was based on your bid of $5,270.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
F. M. Stephenson

24-3319 Champoeg State Park Latrine 1/57

RECEIVED
NOV 13 1957
FOR FILING

November 15, 1957

The Aetna Casualty and Surety Company
300 Yeon Building
Portland 4, Oregon

Attention: Mr. C. F. Hoffman

Gentlemen:

This is to acknowledge receipt of your letter of November 12 concerning Contract No. 4910, awarded to Standard Construction Company for construction of a latrine in Champoeg State Park.

The photostatic receipt signed by H. Aichstaedt, Attorney for V. L. Reinecke, indicates that Mr. Reinecke has been paid the amount of $1,113.38 by your Company in full payment of his claim against Standard Construction Company on this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Standard Construction Company, Inc.
13035 N. E. Glisan Street
Portland 16, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

FAQ:fp

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

CLAIM DEPARTMENT
BERT MERRILL, ATTORNEY
YEON BUILDING

PORTLAND 4, OREGON

November 12, 1957

State of Oregon
State Highway Dept.
Salem, Oregon

Attn: Mr. Gearing

Re: Standard Construction Co.
State Highway Contract No. 4910
Champoeg State Park

Gentlemen:

We acknowledge receipt of your letter and request dated November 8, 1957 in connection with the above captioned.

Please find attached photostat of the affidavit and receipt received from sub-contractor V. L. Reinecke and his attorney, H. A. Eichsteadt. It is our thought that this material paper will place you in a position to close your file.

Very truly yours,

C. F. Huffman

C. F. Huffman, Claim Rep.

CFH:kb
Encl.

NOTED
H. B. CLAWSON

REFERRED TO
BY SECRETARY

RECEIVED
NOV 13 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

11-7-57

From the desk of:

HAROLD EICHSTEADT
Attorney
Woodburn, Oregon

RECEIPT of two drafts totalling $1113.38 from C. F. Huffman of the Aetna Casualty and Surety Comp any in full settlement of the V. L. Reinecke claim for that amount against the bond of Standard Construction Company, Inc in Oregon Construction Contract No. 4910 hereby is acknowledged as attorney for V. L. Reinecke.

Eichstead

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Marion.)

I, V. L. REINECKE, of 951 North Fifth Street, Woodburn, Oregon, being first duly sworn on oath says as follows:

I performed work and provided labor and materials as a sub-contractor in constructing a latrine in Champoeg State Park. This project bears our Contract No. 4910, and was awarded to Standard Construction Company, Inc., 5415 N. E. Columbia Blvd., Portland 13. The Aetna Casualty and Surety Company, through Rask & Company, 513 American Bank Bldg., Portland, furnished the performance bond for this contract. The bond is given to assure completion of the project and payment of all bils incurred in it.

The contract was completed June 13, 1957; was accepted by the Commission June 27, 1957, and final payment was made August 6, 1957.

My agreement with the Standard Construction Company provided that the contractor would pay me all money received for this project, less bond and miscellaneous expenses incurred by the contractor.

The contractor has received from the State of Oregon the full amount of the bid price of $5,225.00. This was paid in three payments, the first two of which was made directly to the contractor and indorsed by it and sent to me as shown on my attached statement of October 24, 1957. The entire final payment check was likewise sent to the contractor but was not indorsed and sent to me. According to my calculation as shown on the attached statement the unpaid contract balance is $1,175.63 from which the contractor is entitled to deduct $52.25 for the cost of the construction bond and from which I will also permit the contractor to deduct $10.00 to cover its miscellaneous expenses such as telephone calls,

and etc. There is due me at this time a total unpaid balance of $1,113.38.

I have personally paid all of the labor and material cost incurred in connection with my completion of this sub-contract and have in my possession paid receipts for all of these items. Since I performed the entire construction work because the entire job was contracted to me by the contractor, there are no outstanding unpaid labor or material bills arising out of this construction which could become the basis for further claims against the State of Oregon or the Surety on the performance bond.

Further deponent says not.

V. L. Reinecke

V. L. Reinecke
Sub-contractor

Subscribed and sworn to before me October 25, 1957.

Harold A. Eichstaedt

Harold A. Eichstaedt
Notary Public for Oregon
My Commission expires March 18, 1959

CEIVED
OV 12 1957
OR FILING

Filed

November 8, 1957

Aetna Casualty and Surety Company
Yeon Building
Portland 4, Oregon

Attention: Mr. C. F. Huffman, Claim Rep.

Dear Mr. Huffman:

Your letter of November 7, 1957 advising that the claim of Mr. V. L. Reinecke, subcontractor under Standard Construction Company, in connection with improvement in Champoeg State Park, Contract No. 4910, has been satisfied. Will you please secure for us a receipt from Mr. Reinecke so stating. This will clear the Highway Department's records on the subject. We have no record of any additional claims against this job.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

REFERRED TO Mrs Middleton
BY SECRETARY

NOTED
FLOYD QUERY

NOTED ON CARD

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

CLAIM DEPARTMENT
BERT MERRILL, ATTORNEY
YEON BUILDING

PORTLAND 4, OREGON

November 7, 1957

State of Oregon
State Highway Dept.
Salem, Oregon

Attn: Mr. Gearing

Re: Standard Construction Co.
State Highway Contract No. 4910
Champoeg State Park

Gentlemen:

We acknowledge receipt of your letter dated October 15, 1957 in regard to the above captioned.

At a recent date the writer contacted sub-contractor V. L. Reinecke and his attorney, H. A. Eichsteadt. We now possess an affidavit whereby we are assured that all labor and material bills chargeable to the above contract have been paid.

We secured from Mr. Espedal of Standard Construction Co. two drafts totalling $1,113.38. The two drafts will be turned over to the sub-contractor at his attorney's on this date thereby satisfying the claim brought against the bond.

There being no indication of any other outstanding indebtedness against this contract we are at this time considering the matter closed.

Yours truly,

C. F. Huffman

C. F. Huffman, Claim Rep.

CFH:kb

RECEIVED
NOV 8 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
OCT 16 1957
FOR FILING

4710

Oct. 15, 1957

The Aetna Casualty & Surety Co.
Portland Service Dept.
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

A letter has been received from Harold Hichstaedt, an attorney in Woodburn, stating that Mr. V. L. Reimecke, also of Woodburn, has a claim against Standard Construction Company, Inc., in the sum of $3100.00 for services performed as a subcontractor on our Contract No. 4710, awarded to Standard Construction Company, Inc., for construction of a latrine in Champoeg State Park.

We provide this information as your company appears as surety on the performance bond furnished with the above-mentioned contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Nash & Company
513 American Bank Bldg.
Portland, Oregon

Standard Construction Co., Inc.
5315 N. E. Columbia Blvd.
Portland 13, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

RECEIVED
OCT 16 1957
FOR FILING

Oct. 15, 1957

Harold Eichsteadt, Attorney
Woodburn
Oregon

Dear Sir:

This is to acknowledge your letter of October 14 concerning the claim of your client, Mr. V. L. Reinecke, against Standard Construction Company, Inc., for work performed as a sub-contractor in constructing a latrine in Champoeg State Park. This project bears our Contract No. 4910, and was awarded to Standard Construction Company, Inc., 5415 N. E. Columbia Blvd., Portland 13. The Aetna Casualty and Surety Company, through Rask & Company, 513 American Bank Bldg., Portland, furnished the performance bond for this contract. The bond is given to assure completion of the project and payment of all bills incurred in it.

The contract was completed June 13, 1957; was accepted by the Commission June 27, 1957, and final payment was made August 6, 1957.

As requested, we are forwarding by separate mail a certified copy of Contract and Bond No. 4910.

As an attorney, you are familiar with the provisions of Oregon law concerning claims against contracts, but for your convenience we have attached excerpts from the Oregon laws outlining the procedure for filing the claim with the Secretary of State.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:em
attach.

NOTED ON CARD

HAROLD EICHSTEADT
ATTORNEY
WOODBURN, OREGON

October 14, 1957

4910

Oregon State Highway Commission
Oregon Highway Building
Salem, Oregon

Gentlemen:

Mr. V. L. Reinecke of Woodburn has retained me in regard to a claim which he has as sub - contractor against the Standard Construction Company, Inc., for construction of the Champoeg State Park latrine in Marion County, job No. 7255-B.

I understand that this project has been accepted by the Department and final payment has been paid to the contractor. After repeated demands, Mr. Reinecke has not been paid on the subcontract in the amount of about $1100.00.

In order to properly repfesent him and file the proper claim and notices, I would appreciate having certain information from you, particularly, the name and address of the construction company as you have it, the names and addresses of the principals and sureties on the contractors bond for this project. I would also like to have the certified copy of the contract and the bond, and if necessary will provide Mr. Reinecke's affidavit or other required documents. All of this information is required preliminary to bringing action against the contractor and his surety under ORS chapter 79 for the principal amount due, attorney's fees and costs and disbursement.

Would you also advise as to the specific date on which this project was accepted by your department? Your early attention and reply to these inquiries will be appreciated.

Yours truly,

HAROLD EICHSTEADT

HE:ms

REFERRED TO
BY SECRETARY

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
AUG 6 1957
FOR FILING

files

OREGON STATE HIGHWAY DEPARTMENT

(date) August 2, 1957

24-3-19
4910

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4910	3-Final	Standard Construction Co., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17276	H-187682	$ 1,175.63	8/2/57

. H. B. Glaisyer:

he warrant listed above is in payment of the final estimate of the above described ontract. The warrant will be held in the Accounting Division until advised by you hat release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

ecified completion Date: 40 workdays from Apr. 10, 1957

ime Extensions: None

ompletion Date: June 13, 1957

ate Accepted: June 27, 1957

enalties: None of record

laims: None of record

Remarks:

Date: August 5, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 6 1957

Ruth Rawlings

RECEIVED
JUL 25 1957
FOR FILING
4910

July 25, 1957

CERTIFIED MAIL

The Aetna Casualty & Surety Co.
Portland Service Dept.
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4910 for work performed on the Champoeg State Park Latrine in Marion County was completed by the contractor, Standard Construction Co., Inc., on June 13, 1957 and was formally accepted by the Highway Commission of June 27, 1957.

Final payment in the amount of $1,175.63 will be released to the contractor on or after August 5, 1957. The total contract amount is $5,225.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Rank & Company
513 American Bank Bldg.
Portland, Oregon

NOTED ON CARD

CEIVED
JUN 6 1957
OR FILING
4 2 1 1
4910

June 6, 1957

Standard Construction Co., Inc.
13035 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4910, which was awarded to you on March 29, 1957 by the State Highway Commission, for Champoeg State Park Latrine in Marion County.

A copy of this contract is also being sent to the surety on yours performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

Encl.

VED
1957
LING

CERTIFIED MAIL

June 3, 1957

Mr. V. L. Reinecke
Woodburn, Oregon

Dear Sir:

Attached is your Cashier's Check No. 6355 in the amount of $281.00, submitted as a bid guaranty on March 29, 1957 with your bid for the Champoeg State Park latrine project. As the contract has been signed by the low bidder and the bond approved for the contract, No. 4910, we are returning your check.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

fp
Encl.

cc Mr. John G. Herr - Accounting

CEIVED
APR 1 - 1957
R FILING
24-3319
4910

April 1, 1957

Standard Construction Company, Inc.
5415 N. E. Columbia Boulevard
Portland 13, Oregon

Gentlemen:

The State Highway Commission on March 29, 1957, awarded to you State Highway Contract No. 4910 for construction of Champoeg State Park Latrine located on the easterly bank of the Willamette River, north of Salem in Marion County.

This award was based on your bid of $5,225.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
C. H. Armstrong

E-171(15) 3rd and Lyn concrete c.o. 1 of 7
the Wilson River. (Preface

RECEIVED
SEP 17 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 11, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4911	12 Final	George E. Barry	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20627	H222532	$741.75	9-11-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapmenke
ACCOUNTING DIVISION

Specified completion date: 180 workdays from 4-10-57

Time Extensions: None

Completion Date: Aug. 7, 1958

Date Accepted: Sept. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 15, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 15 1958

NOTED ON CARD

RECEIVED
AUG 28 1958
FOR FILING

4911

Aug. 27, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4911 for bridges, 3rd and 4th crossings of Wilson River in Tillamook County was completed by the contractor, George E. Berry, on Aug. 7, 1958, but has not as yet been accepted by the Commission.

Final payment in the amount of $3,741.75 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $105,542.28, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent o you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAR 31 1958
FOR FILING

F 11 (5)

4911

Mar. 31, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to George E. Berry a portion of the funds heretofore retained by the Commission on Contract No. 4911, for bridges, 3rd and 4th crossings of the Wilson River in Tillamook County.

This payment, in the amount of $4,697.88, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,148.47. The present payment will be released on or after Apr. 10, 1958.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAR 21 1958
FOR FILING

File

FILED
4-111

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1958

SUBJECT: 3rd & 4th Crossings of Wilson River
Contract No. 4911

To:
Mr. W. C. Williams
State Highway Engineer

D E P A R T M E N T

NOTED
State Highway Engineer

Mr. George E. Berry, the contractor on the above project, has completed all work under the contract except for a small amount of concrete finish on the columns. This work can not be completed until such time as run off in the stream subsides to an extent that he can complete the finish to a low water line. This will probably be sometime in the early summer. We have issued a Stop Work Order on the contract until such time stream conditions are favorable for completing the work.

The contractor has requested that the usual 7½% retained amount on the contract be reduced in order to release some of the funds that he has tied up in the work. We propose to cut the retained percentage from 7½% to 3%.

May we have your approval to do this? Authority to reduce the retained percentage is found in Article 198 of the contract specifications.

Ivan D. Merchant
Bridge Engineer

CAG/kcs

Original recommendation signed 3-26-58
Completion
Merchant
by
Asst.

Ent 4911

Form PR 2 (Revised 1950)

State Oregon

Project No. F-191(15)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of May, 1957,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 28th day of February, 1957, a program, which was approved on the 4th day of March, 1957, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 13th day of March, 1957, and the sum of seventy four thousand, and 00/100

dollars ($74,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 1231+05 and 1448+36 east of Tillamook,

, length 0.064 miles, in Tillamook County, being Oregon project No. F-191(15), consisting of 0.000 miles of roadway and two bridges, each of more than 20 feet clear span, 0.064 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seventy four thousand, and 00/100 dollars ($74,000.00), which does not exceed the authorized Federal pro rata share of one hundred twenty thousand, seventy nine and 80/100 dollars ($120,079.80), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas. H. Purvis
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

By
Member, State Highway Commission
(Title of officer)

By Robert H. Thomas
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By C. H. Tolk
District ~~Division~~ Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-8

A4.62

May 14, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Wilson River Bridges, Project No. F-191(15).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WHC:ia

April 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Wilson River Bridges, Project No. F-191(15).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EMC:ia

Oregon State Highway Department

Federal Aid
Project No. F-191(15)

WILSON RIVER BRIDGES ON THE WILSON RIVER

HIGHWAY IN TILLAMOOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 19, 1957

Type Code P. E.			
All Required	Preliminary Engineering	$	$ 5,000.00
Type Code X021			
Wilson River Bridge No. 3 (Sta. 1231+05 to Sta. 1232+60)(Contract No. 4911)			
All Required	Remove Old Bridge and Provide for Traffic	$	$ 10,000.00
140 cu. yds.	Structural Excavation	25.00	3,500.00
332 cu. yds.	Class "A" Concrete	68.00	22,576.00
75,300 lbs.	Metal Reinforcement	0.14	10,542.00
50 lin. ft.	8-inch Metal Drain Pipe	6.00	300.00
			$ 46,918.00
Type Code X021			
Wilson River Bridge No. 4 (Sta. 1446+54 to Sta. 1448+36)(Contract No. 4911)			
All Required	Remove Old Bridge and Provide for Traffic	$	$ 11,000.00
190 cu. yds.	Structural Excavation	30.00	5,700.00
390 cu. yds.	Class "A" Concrete	68.00	26,520.00
100,000 lbs.	Metal Reinforcement	0.14	14,000.00
80 lin. ft.	8-inch Metal Drain Pipe	6.00	480.00
			$ 57,700.00
		Subtotal	$104,618.00
		10% Engr. & Cont.	10,461.80
		Total	$115,079.80

Length of 2 Structures 0.064 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,000.00	$ 2,000.00
Structures	115,079.80	71,000.00	44,079.80
	$120,079.80	$74,000.00	$ 46,079.80

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-191(15)

WILSON RIVER BRIDGES ON THE WILSON RIVER HIGHWAY

IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon March 22, 1957

Type Code P.E.

All Required	Preliminary Engineering		$ 5,000.00

Type Code X021
Wilson River Bridge No. 3 (Sta. 1231+05 to Sta. 1232+60)

All Required	Remove Old Bridge and Provide For Traffic		$ 25,000.00
140 cu.yds.	Structural Excavation	$ 20.00	2,800.00
332 cu.yds.	Class "A" Concrete	80.00	26,560.00
75,300 lbs.	Metal Reinforcement	0.15	11,295.00
50 lin.ft.	8-inch Metal Drain Pipe	4.00	200.00
			$ 65,855.00

Type Code X021
Wilson River Bridge No. 4(Sta. 1446+54 to Sta. 1448+36)

All Required	Remove Old Bridge and Provide For Traffic		$ 25,000.00
190 cu.yds.	Structural Excavation	$ 20.00	3,800.00
390 cu.yds.	Class "A" Concrete	80.00	31,200.00
100,000 lbs.	Metal Reinforcement	0.15	15,000.00
80 lin.ft.	8-inch Metal Drain Pipe	4.00	320.00
			$ 75,320.00

Subtotal	$ 141,175.00
10% Engr. & Cont.	14,117.50
Total	$ 155,292.50

Length of 2 Structures..... 0.064 mile.

SUMMARY OF FUNDS:

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,000.00	$ 2,000.00
Structures	155,292.50	96,000.00	59,292.00
	$160,292.50	$ 99,000.00	$ 61,292.00

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APR 24 1957
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4911

April 23, 1957

Mr. George E. Berry
2640 S. W. Cedar Hills Blvd.
Beaverton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4911, which was awarded to you on March 29, 1957 by the State Highway Commission, for Bridges No. 1873-A and 1874-A, 3rd and 4th crossings of the Wilson River, in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm
enc.

RECEIVED
APR 1 - 1957
FOR FILING

April 1, 1957

Mr. George E. Berry
2640 S. W. Cedar Hills Boulevard
Beaverton, Oregon

Dear Mr. Berry:

The State Highway Commission on March 29, 1957, awarded to you State Highway Contract No. 4911A for construction of two concrete bridges over the Wilson River on the Wilson River Highway in Tillamook County.

This award was based on your bid of $106,618.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SHAC
P. M. Stephenson

RECEIVED
MAR - 1957
FOR FILING
OREGON DISTRICT

F-191(15)

4911

08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

March 29, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4911 for Oregon Project F-191(15), Wilson River Bridges on the Wilson River Highway, to George E. Berry of Beaverton, Oregon, low bidder in the amount of $104,618.00 at the March 29, 1957 bid opening.

Very truly yours,

C. G. Polk
District Engineer

RECEIVED
MAR 15 1957
FORT PELLING

F-191(15)

OREGON DISTRICT

4911

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

March 13, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-191(15), Wilson River Bridges. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

By E. H. Cowan
E. H. COWAN
Principal Highway Engineer

33\-1712 Echo (DuPont St.) Paving 1967
Proj.

[redacted]

NOTED
W. C. WILLIAMS

FINAL COST ANALYSIS
Paving
Russell Olson Constr. Co.
C.C. McKinney, Res. Engineer

November 4, 1957
City Street
Pre. No. 330-1712

Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
115	C.Y.	4.00	5.29	$ 608.61	$ 460.00
3	M/gal.	4.00	5.53	16.61	12.00
659.264	Ton	9.00	9.77	6,439.98	5,933.38
				$7,065.20	$6,405.38

Total Cost	$7,065.20
Gross Revenue	6,405.38
Net Loss	$ 659.82

Net loss equals 10.3% of gross revenue.

330-1712 Echo (DuPont St.) Paving 1957
#4912 Proj.

RECEIVED
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FOR FILING

W. C. Williams

NOTED
W. C. WILLIAMS

Echo (DuPont St.)
Contract #4912

FINAL COST ANALYSIS
Paving
Russell Olson Constr. Co.
C.C. McKinney, Res. Engineer

November 4, 1957
City Street
Pre. No. 330-1712

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Mat'l in Shoulders	115	C.Y.	4.00	5.29	$ 608.61	$ 460.00
Sprinkling	3	M/gal.	4.00	5.53	16.61	12.00
Class "B" Asp. Concrete	659.264	Ton	9.00	9.77	6,439.98	5,933.38
					$7,065.20	$6,405.38

Total Cost	$7,065.20
Gross Revenue	6,405.38
Net Loss	$ 659.82

Net loss equals 10.3% of gross revenue.

DETAIL OF COSTS

L A B O R

Labor	$1,767.70	
Labor insurance	126.49	
Health and welfare	27.35	
		$1,921.54

E Q U I P M E N T R E N T A L & M I S C. S U P P L I E S

Equipment rental, owned	656.92	
Equipment rental, hired w/o oper.	1,046.29	
Gas, oil and grease	277.70	
Freight on asphalt	344.70	
Light fuel oil (heat A.C. mix)	67.90	
Bond	33.08	
Small tools and misc. supplies	13.00	
Home office and general overhead	57.10	
		$2,496.69

M A T E R I A L S

85-100 asphalt	1,224.72	
3/4"-o Cr. rock, 115 c.y. at 1.75	201.25	
Aggregates, 660 tons at 1.85	1,221.00	
		$2,646.97
		$7,065.20

REMARKS

This was a "city project," financed by the State and City, consisting of the construction of 0.24 mile of asphaltic concrete pavement involving 659.264 tons of asphaltic concrete.

This project was bid and awarded March 29, 1957, and completed June 8, 1957.

The contractor began this project June 6, 1957. The contractor had his asphalt plant set up at the Umatilla Ordnance Depot, where he was working on a contract for the U. S. Government.

The 3/4-0 cr. rock and the aggregates were purchased from E. H. Ischner, who crushed the material in a gravel deposit located about 0.3 mile east of Ordnance on the Old Oregon Trail Highway. The aggregates were loaded and hauled to the mixing plant of the depot, mixed and then hauled 13.3 miles to be deposited on DuPont Street in Echo. The 3/4"0 cr. rock was hauled direct from the gravel deposit to Echo.

The project was handled efficiently and required only three days to complete.

The loss was due to cost of hired equipment and the long haul of materials to and from plant setup to Echo.

M. N. Juve
Chief Cost Analyst

By

Gordon K. Hanson

RECEIVED
JUL - 5 1957
FOR FILING

230
4112

OREGON STATE HIGHWAY DEPARTMENT

(date) July 11, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4912	1-Final	Russell Olson Construction Co., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15354	H-185733	$ 6,405.38	7/11/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **80 workdays from Apr. 15, 1957**

Time Extensions: **None**

Completion Date: **June 8, 1957**

Date Accepted: **June 27, 1957**

Penalties: **None of record.**

Claims: **None of record.**

Remarks:

Date: **July 11, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL - 1957

Ruth Rawlings

RECEIVED
JUL 3 1957
FOR FILING
230-1712
4912

July 2, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4912 for paving on the Echo (Dupont St.) Section in Umatilla County was completed by the contractor, Russell Olson Construction Co., Inc., on June 8, 1957 and was formally accepted by the Highway Commission on June 27, 1957.

Final payment in the amount of $6,405.38 will be released to the contractor on or after July 12, 1957. The total contract amount is $6,405.38 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Pendleton-Williamson Agency
Pendleton
Oregon

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

330-1712

Section Echo (Du Pont St.)
Highway City Street County Umatilla
Contractor Russell Olson Const. Co. Inc.
Date of contract March 29, 1957
Date work started June 6, 1957
Project authorization . . . . . $ 7555.50
Exclusive of engineering . . . . $ 7018.22

For Week Ending June 14, 1957
Kind of work Paving
Section prefix 330-1712
Contract number 4912
Specified work days 80
Work days used 38
Per cent of time elapsed 37.5 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 6942.38
Estimated per cent ~~overrun~~ or underrun . . . . . 8.1 %
Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering authorization . . . . $ 537.28
Engineering cost to date $ 537.28, 100 %

Date project was completed June 8, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor work on Saturday June 8 and completed project

Noted
M. N. Juve

NOTED

C. E. PAULSEN Signed T. C. McKinney

Address Hermiston OR

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.24			0.24
Miles partially completed					C
Miles completed		0.24			0.24
Total estimated quantities (contract)		120			680 Tons
Total quantities corrected to date					
Estimated quantities moved or placed to date		115 Cu yd			659.3 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Miles

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 2 3 1957
FOR FILING

321-1712
4912

May 1, 1957

Russell Olson Construction Co., Inc.
144 S. E. First St.
Pendleton, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of each of the two contracts listed below, which were awarded to you on March 29, 1957 by the State Highway Commission:

Contract No. 4905, for oiling on the Condon-Kinzua Jct. Section of the John Day and Wasco-Heppner Highways in Gillian and Wheeler Counties.

Contract No. 4912, for paving on the Echo (DuPont St.) Section in Umatilla County.

A copy of these contracts is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm

Encl.

RECEIVED
APR 17 1957
FOR FILING
330 - 1712
4912

Salem, Oregon
April 3, 1957

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

Attention: Mr. John D. Graham
Office Engr.

F120

Attached hereto is a conformed copy of an agreement with the City of Echo covering the $250,000 Special Fund project on Dupont Street in Echo.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Echo, Oregon.

Secretary

rn
Attach: 1

FORM E30—50M—2-55—92996

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1957

SUBJECT: $250,000 Fund Agreement
City of Echo

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the $250,000 Fund project for paving on Dupont Street in Echo. Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This project was approved by the Highway Commission on December 17, 1956.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date March 22, 1957

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-17-56 Minute Page 29
Secretary

RECEIVED
APR 4 - 1957
FOR FILING

230 1112

4912

April 3, 1957

Mr. N. H. McPaul, City Recorder
City Hall
Echo, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Echo covering the $250,000 Special Fund project on Dupont Street in the City of Echo.

Very truly yours

OREGON STATE HIGHWAY COMMIS ION

Secretary

rn
Enc.

RECEIVED
APR 1 - 1957
FOR FILING

[illegible]-1712
4912

April 1, 1957

Russell Olson Construction Company
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on March 29, 1957, awarded to you State Highway Contract No. 4912 for the Echo (DuPont Street) Paving Project in Umatilla County.

This award was based on your bid of $6,616.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Forbert
R. G. Savage, SIAC

ORDINANCE NO. 143
3-13-57

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF Echo, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF Dupont Street from Main Street to the Pendleton - Stanfield Highway, A DISTANCE OF APPROXIMATELY 0.24 MILES AND DECLARING AN EMERGENCY.

Whereas the City of Echo, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision or ORS 366.800 and 366.805, and,

Whereas the State Highway Commission has accepted such application for the improvement of Dupont Street from Main Street to the Stanfield Pendleton Highway, a distance of approximately 0.24 mile, and,

Whereas in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $20,000 and the City of Echo to pay all cost in excess of $20,000, the City of Echo does ordain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Echo, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Dupont Street and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1957 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Echo, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated May 4th 1926

AYES 5

NAYES 0

Submitted to and approved by the Mayor the 13 day of March, 1957

By Eddie Swearingen
Mayor

ATTEST:

M. L. McFarland
City Recorder

File 2 5,000 1957

$25,000 ('57) Ecks 7-31-56

With Mrs S. J. Robertson I investigated the condition of Dupont Street. The street is showing excessive wear due to very heavy wheel loading and is also heavily used as a short cut from two State Highways.

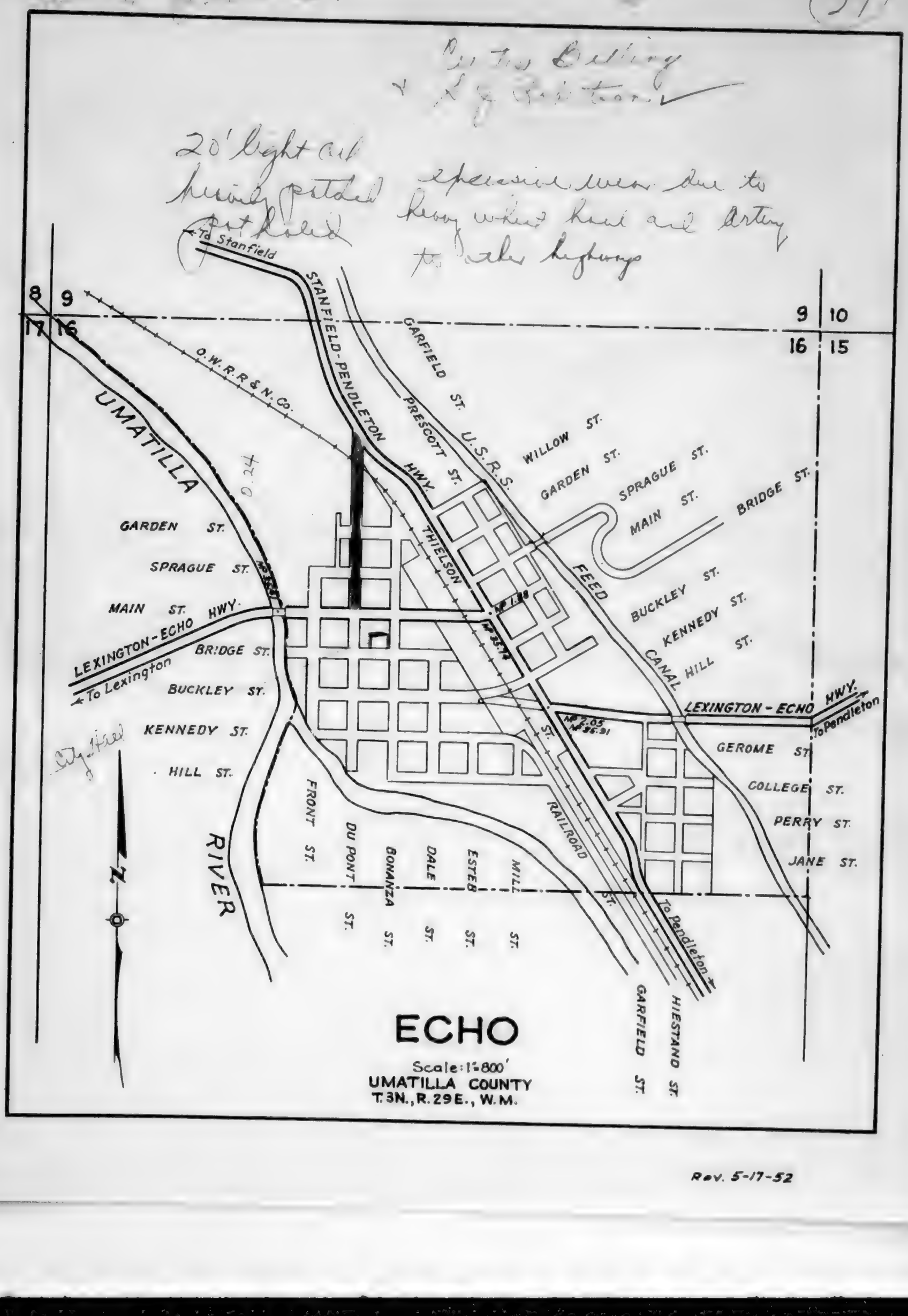
The condition of the street has deteriorated badly in the last two years. City has repeatedly patched and say they can no longer make patches hold. Mr. Robertson stated that State Highway forces had made the patches at City expense.

Because we should recommend a project on Dupont Street from Main Street northerly to the Stanfield - Pendleton Highway.

Re Fire Ordinance
& Fire Limits

20' light out
heavily pitted
pot holed

expensive main due to
heavy water load and dirty
to take lightings



Rev. 5-17-52

710.27

FORM S-123 50M REVISED 2-56

NOTED
V. R. JONES

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 24, 1956

Mr. N. H. McFaul
City Recorder
Echo, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Dear Sir:

This is to acknowledge receipt of a resolution adopted by the City of Echo requesting aid from the annual $250,000 Special City Allotment Fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1957 program.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

No. 27

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Echo is an incorporated city of the State of Oregon, and has a population of ~~464~~ 522, as given by the latest official census, and

WHEREAS, the following streets of said city, Echo

Form cc-50 (1953 Rev.)
Special City Allotment

Dupont Street from Main Street North to the Pendleton Grain Growers Elevators. This is one of the most traveled streets in the City---Connecting street which traffic between Highway #30 and the Edho-Lexington Highway uses. Stages and wheat trucks use this street at all times. This street needs work to be done to maintain.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Dupont Street from Main Street to the Pendleton Grain Growers Warehouses.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Echo does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Curtis Billing ~~L. G. Robertson~~ as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 4th day of April, 1956

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

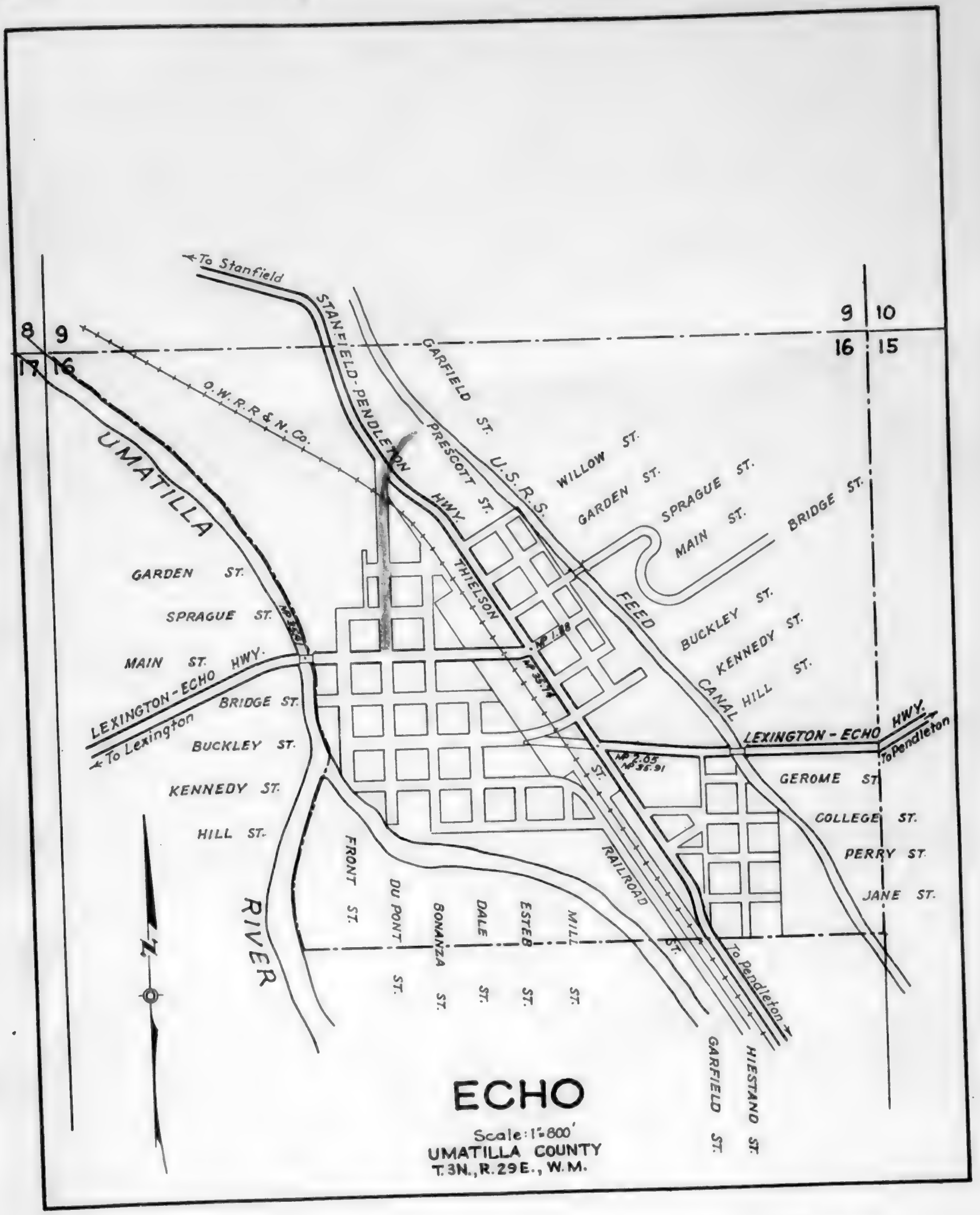
--------- ---------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Echo at a regular or ~~special~~ meeting of said Council, held on the 4 day of April, 1956, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 20 day of April, 1956.

W. V. McFaul
City Recorder

Form cc-50 (1953 Rev.)


To Stanfield
STANFIELD-PENDLETON HWY.
8
9
17
16
9
10
16
15
O.W.R.R & N. Co.
UMATILLA
GARDEN ST.
SPRAGUE ST.
MAIN ST.
LEXINGTON-ECHO HWY.
To Lexington
BRIDGE ST.
BUCKLEY ST.
KENNEDY ST.
HILL ST.
RIVER
GARFIELD ST.
U.S.R.S.
PRESCOTT ST.
WILLOW ST.
GARDEN ST.
SPRAGUE ST.
MAIN ST.
BRIDGE ST.
THIELSON
FEED
BUCKLEY ST.
KENNEDY ST.
CANAL HILL ST.
LEXINGTON-ECHO HWY.
To Pendleton
GEROME ST.
COLLEGE ST.
PERRY ST.
JANE ST.
RAILROAD
FRONT ST.
DU PONT ST.
BONANZA ST.
DALE ST.
ESTEB ST.
MILL ST.
To Pendleton
GARFIELD ST.
HIESTAND ST.
N
ECHO
Scale: 1"=800'
UMATILLA COUNTY
T. 3N., R. 29E., W.M.

Rev. 5-17-52

35-3251 Ochoa Sand Stone on Ochoa 1957
Hwy.

No. RX761TN34

RECEIVED
JUL 29 1957
FOR FILING

Filed

OREGON STATE HIGHWAY DEPARTMENT

(date)
July 24, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4913	2-Final	A. E. Fitzgerald	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16180	H-186565	$ 3,603.80	7/24/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 80 workdays from 4-10-57

Time Extensions: None

Completion Date: June 14, 1957

Date Accepted: June 27, 1957

Penalties: None of record.

Claims: None of record.

Remarks:

Date: July 26, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 26 1957

Ruth Rawlings

RECEIVED
JUL 16 1957
FOR FILING

July 16, 1957

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4913 for work performed on the Ochoco Sand Shed in Wheeler County was completed by the contractor, A. E. Fitzgerald, on June 14, 1957 and was formally accepted by the Highway Commission on June 27, 1957.

Final payment in the amount of $3,603.80 will be released to the contractor on or after July 26, 1957. The total contract amount is $9,740.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm
cc:
United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
APR 24 1957
FOR FILING

4413

April 23, 1957

Mr. A. E. FitsGerald, Contractor
329 Roger St.
Klamath Falls, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4913, which wasawarded to you by the State Highway Commission on March 29, 1957 for construction of Ochoco Sand Shed in Wheeler County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

em
enc.

RECEIVED
APR 1 - 1957
FOR FILING

April 1, 1957

A. E. FitzGerald Construction Company
329 Roger Street
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission on March 29, 1957, awarded to you State Highway Contract No. 4913 for construction of the Ochoco Sand Shed on the Ochoco Highway in Wheeler County.

This award was based on your bid of $9,740.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
MAR 5 1957
FOR FILING

35-2251

4913

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 27, 1957

SUBJECT: Proposed Sand Shed - Ochoco Highway

To: Mr. W. W. Stiffler
Ass't. State Highway Engineer
O f f i c e

We have an item in the Miscellaneous Properties Improvement Budget for 1957 for the construction of a Sand Shed, 1200 cu. yd. capacity, on the summit of the Ochoco Highway estimated to cost $9,300. We attach hereto a copy of a map prepared by the Bend Division office showing the location of the proposed Sand Shed opposite Station #165, M.P. 55.68.

It is planned to construct a standard 60' x 63' Sand Shed for light snow loads as per drawing #10221. This Sand Shed will be similar to the ones recently constructed at Klamath Falls, Bend, and Sisters. The particular prices for these three Sand Sheds were as follows: $10,400, $9,700, and $11,100, for an average cost of $10,400. Our budget item is $9,300 so that we will have to transfer sufficient funds to cover. This can be done readily from that particular item in the same budget covering a Sand Shed for Roberts Mountain, which item has been deleted from the budget.

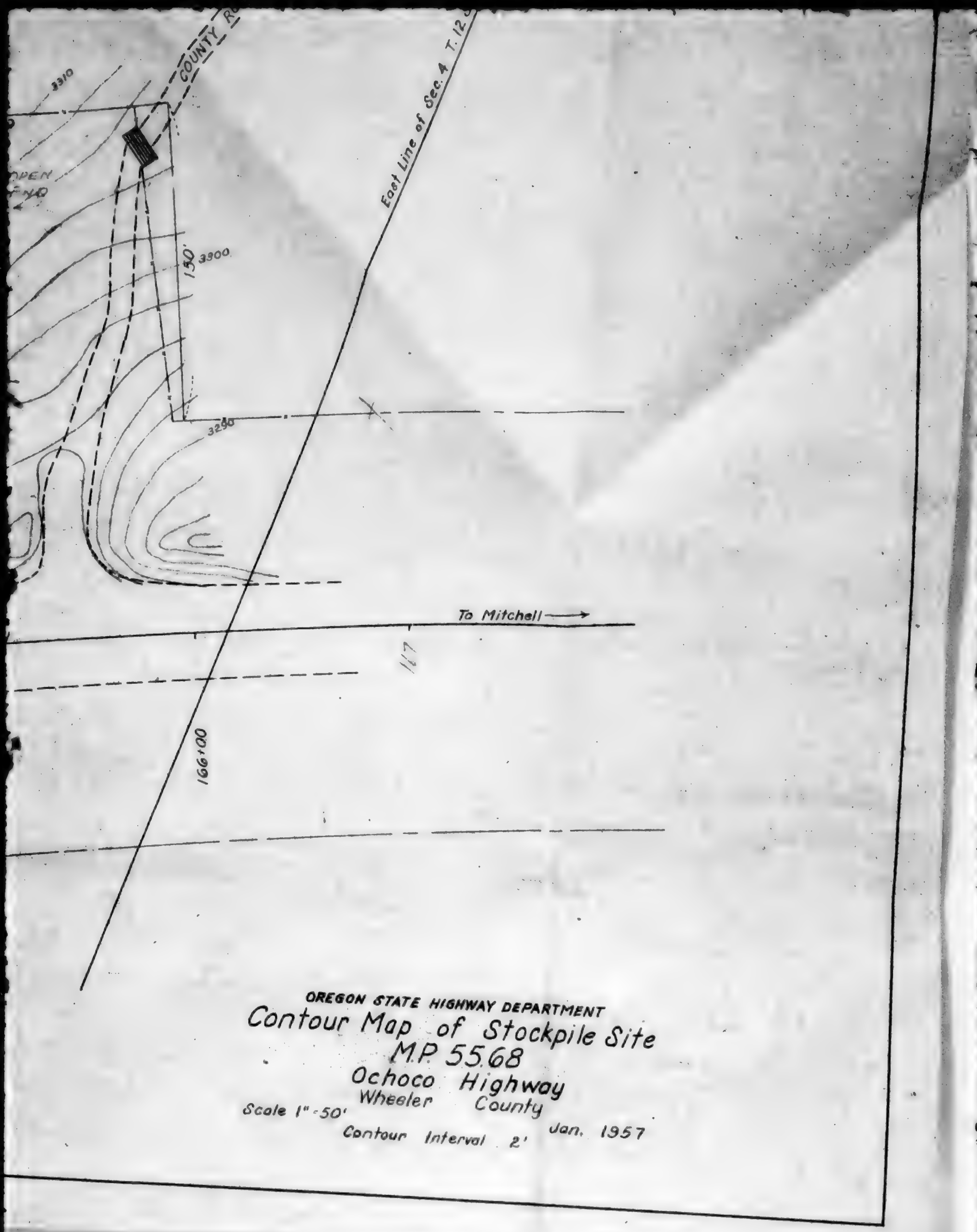
I. A. DeFrance
Assistant Maintenance Engineer

IAD:hl
Enclosure

APPROVED 3-4-57
Assistant State Highway Engineer

RECEIVED
FEB 27 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER



OREGON STATE HIGHWAY DEPARTMENT

Contour Map of Stockpile Site
M.P. 55.68
Ochoco Highway
Wheeler County

Scale 1" = 50'

Contour Interval 2'

Jan. 1957

To Prineville

100'

100'

163+50

Existing

150'

East Line of Sec. 4 T. 12 S., R. 20E., W.M.

COUNTY ROAD

3310

3300

3290

150'

To Mitchell →

166+00

OREGON STATE HIGHWAY DEPARTMENT

Contour Map of Stockpile Site

1320
125'
150'
100'
100'
Existing Och
To Prineville
163+50

30-1060 Pendleton-Adams Sec. of 1957
Oregon-Washington Hwy.

#4214

RECEIVED
MAR 10 1958
FOR FILING

W. C Williams

March 3, 1958

NOTED
W. C. WILLIAMS

Pendleton-Adams Section
Contract No. 4914

FINAL COST ANALYSIS
Grading, Oiling & Rock Production
E. H. Itschner Co.
John H. Walker, Resident Engineer

Oregon-Washington, Pendleton-Cold Springs & Athena-Holdman Hwys.
Prefix No. 30-1060

Item 4914

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. -Clearing & Grubbing	100%	All	$1,500.00	$1,110.04	$ 1,110.04	$ 1,500.00
2. - Drainage Excav.,Unclass.	19.54	Cu.Yd.	3.50	2.51	49.16	68.39
3. ** General Excav.Unclass	15,087.3	" "	1.35	.67	10,057.93	20,367.86
4. ** Short Overhaul	40,159	Yd.Sta.	.02	.02	803.18	803.18
5. ** Long Overhaul	476.4	C.Yd.Sta.	.50	.50	238.20	238.20
6. - Rounding Cutbanks	3,525	Lin.Ft.	.20	.069	243.42	705.00
7. -18"Corr. Metal Pipe	57	" "	7.00	5.46	311.69	399.00
9. -Coarse Cr. Mat'l in Base	7,115	Cu.Yd.	2.80	2.28	16,290.76	19,922.00
10. -3/4"-0 Mat'l in Base	975	" "	2.95	2.41	2,351.99	2,876.25
11. - Sprinkling	104.4	M/Gal	3.00	1.88	196.42	313.20
12. * Preparation of Base	11.99	Mile	100.00	90.77	1,088.37	1,199.00
13. -*3/4"-0 Mat'l in Binder Course	100	Cu.Yd.	3.85	2.91	291.41	385.00
14. -* Furnishing & Placing Aggregates	3,470	" "	3.65	3.14	10,902.54	12,665.50
15. *RS-2 Asphalt	49.64	Ton	50.00	44.52	2,210.02	2,482.00
16. *120-150 Asphalt	253.16	Ton	45.00	41.20	10,430.74	11,392.20
17. -3/4"-½ Cr.Mat'l in S.P.	6,735.82	Cu.Yd.	2.45	2.01	13,583.12	16,502.76
18. -½"-¼" Cr.Mat'l in S.P.	5,470.85	" "	2.45	2.01	11,032.26	13,403.58
19. -¼"-#10 Cr.Mat'l in S.P.	2,774.86	" "	2.45	2.01	5,595.66	6,798.41
Sp. Haul Adj. favor of State	8,422.2	Yd. Mi.	.10			- 842.22
-* Force Account (State participation of flagging.)					804.62	
(Labor & Equipment on F.A.)					98.11	965.05
					$87,690.14	$112,144.36

ıntract #4914

	Gross Revenue	Total Cost	Profit	% Profit
- E. H. Itschner	$ 90,933.30	$69,287.01	$21,645.29	23.8
* Russell Olson Construction	21,211.06	18,403.13	2,807.93	13.23
	$112,144.36	$87,690.14	$24,453.22	21.8

Work done by:

** K. C. Dack Construction

Detail of Cost
E. H. Itschner Company

ntract #4914

LABOR:		
Labor and Supervision	$11,391.27	
Labor Insurance	709.06	
Health & Welfare	36.05	
		$12,136.38
EQUIPMENT RENTAL & MISC. SUPPLIES:		
Equipment Rental, owned	$24,518.39	
Equipment Rental, hired	9,427.81	
Gas, Oil & Grease	2,788.47	
Freight	76.53	
Small tools & misc. supplies	136.27	
Bond	810.73	
Home office and general overhead	529.55	
		$38,287.75
MATERIALS:		
18" Corr. Metal Pipe, 57 Lin.Ft. at 3.26	$ 185.82	
18" Corr. Metal pipe bands 2 at 3.26	6.52	
		$ 192.34
DRAPER & SPEARS:		
Drill & shoot quarry	$ 8,967.04	
Drill & shoot road cut	2,327.00	$11,294.04
K. C. Dack Construction		7,376.50
TOTAL COST		$69,287.01

Contract #4914

Russell Olson Construction Co.

Oiling Cost Analysis

Item	Quantity	Unit	Unit Bid to Contractor By Olson	Unit Cost	Total Cost	Gross Revenue
12. Preparation of Base	11.99	Mile	$100.00		$ 1,088.37	$ 1,199.00
13. 3/4"-0 Mat'l in Binder Course	100	Cu.Yd.	1.85		102.37	185.00
14. Placing Aggregates	3,470	Cu.Yd.	1.65		4,343.27	5,725.50
15. RS-2 Asphalt	49.64	Ton	50.00		2,210.02	2,482.00
16. 120-150 Asphalt	253.16	Ton	45.00		10,430.74	11,392.20
Force Account (State participation of flagging)					227.36	227.36
					$18,403.13	$21,211.06

Gross Revenue	$21,211.06
Total Cost	18,403.13
Net Profit	2,807.93

Net profit equals 13.23% of Olson Construction Co. share of gross revenue.

Contract #4914

Pendleton-Adams Section
Russell Olson Construction
Oiling Contractor

Detail of Cost

LABOR:

Labor and Supervision	$2,870.62	
Labor Insurance	258.36	
Health & Welfare	55.07	
		$3,184.05

EQUIPMENT RENTAL & MISC. SUPPLIES:

Equipment Rental, owned	$ 485.71	
Equipment Rental, hired	2,560.71	
Gas, oil and grease	233.00	
Freight on asphalt	2,738.97	
Small tools and misc. supplies	259.74	
Bond	153.95	
Home office and general overhead	509.98	
		$6,942.06

MATERIALS:

120-150 Asphalt	$6,771.52	
RS-2 Asphalt	1,504.50	
		$8,402.13
		$18,402.13

Remarks:

This was a "State Project" consisting of the widening of 1.56 miles of highway roadbed involving 15,087.3 cubic yards of roadbed excavation, the construction of 1.56 miles of Type B-2 bituminous macadam wearing surface and the construction of 10.43 miles of Type O-30 oil mat wearing surface on the Oregon-Washington Highway and the furnishing of 14,981.53 cubic yards of crushed material in stockpiles on the Pendleton-Cold Springs, Oregon-Washington and Athena-Holdman highways in Umatilla County.

This project was bid February 28th, 1957, awarded April 3rd, 1957 and completed June 28th, 1957.

The contractor moved in a D-7 dozer and spent two days clearing the Havana quarry during the week of March 22nd. Draper and Spears, drilling contractor, moved his equipment onto the project and started drilling the quarry on Thursday, March 28th, 1957.

E. H. Itschner moved in and set up his crushing plant during the week of April 5th. He began crushing and stockpiling oil aggregate on Wednesday, April 17th. Crushing of oil aggregates was continued the following week.

K. C. Dack Construction Co. moved in the grading equipment during the week of April 26th and began operations the following Monday. Grading was completed in four weeks' time.

The production of crushed materials in stockpile was begun during the week of May 3rd in conjunction with the production of oiling aggregates. The stockpiled material at the plant was nearly complete this same week and that at stockpile site "F" was completed. The materials at stockpile sites "A" and "G" were completed the following week.

The production and placement of crushed base materials was begun Wednesday, May 15th, with placement started at the northerly end of the grade widening project and proceeding toward Pendleton.

Russell Olson Construction moved in the oiling equipment and began placing the Type O-30 oil mat on the Oregon-Washington Highway May 28th and completed all oiling, with the exception of widening area, Station 20-101, the same week.

The contractor completed crushing of all materials from Havana quarry and then dis-assembled and moved to the quarry at M.P. 2 on the Holdman-Athena Highway the week of June 14th, and crushing was again started on Tuesday of the following week.

All the crushing on this project was completed and the crushing plant removed during the week of July 5th. This last phase completed the entire project.

The large margin of profit as made by the prime contractor is reflected in the high bid price and low subcontract on general excavation; 47.6% of the profit was made on this item alone.

M. N. Juve
Chief Cost Analyst

By . . Gordon K. Hanson

RECEIVED
SEP 13 1957
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT

(date) September 12, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
30-1260	5 Final	E. H. Itschner Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4914	H101345	$3,364.77	Sept. 11, 1957
20721			

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chepeneske
ACCOUNTING DIVISION

Specified completion Date: 110 workdays from 4-13-57

Time Extensions: None

Completion Date: June 28, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 16, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

SEP 17 1957
GC

NOTED ON CARD

RECEIVED
AUG 26 1957
FOR FILING

August 23, 1957

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4914 for work performed on the Pendleton-Adams Section of the Oregon-Washington, Pendleton-Cold Springs and Athena Holdman Highways in Umatilla County was completed by the contractor, E. H. Itschner Company, on June 28, 1957 and was formally accepted by the Highway Commission on Aug. 8, 1957.

Final payment in the amount of $3,364.77 will be released to the contractor on or after September 3, 1957. The total contract amount is $112,144.36, of which amount $965.05 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
AUG 6 1957
FOR FILING

30-1060

1314

August 5, 1957

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. H. Itschner Company in connection with Contract No. 4914, for grading, oiling and rock production on the Pendleton-Adams Section of the Oregon-Washington, Pendleton-Cold Springs and Athena Holdman Highways in Umatilla County. This payment, in the amount of $7,257.87, will be released to the contractor on or after August 15, 1957. The retained percentage is $3,364.32.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Form E-1—10M—1-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FINAL REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 26, 19 57

Section Pendleton-Adams
Highway Oregon-Washington, Pendleton-Cold Springs, & Athena-Holdman
Contractor E. H. Itschner Co.
Date of contract April 3, 19 57
Date work started April 3, 19 57
Project authorization $89,660.38
Exclusive of Engineering $80,845.42

Kind of work Grading, Oiling & Rock Production
Section prefix 30-1060
Contract number 4914
Date of completion 110 days begin April 13, 19 57
Estimated date of completion Completed June 28, 19 57
Per cent of time elapsed 49.1% Used %

Estimated cost of completed project, exclusive of engineering $77,217.00
Estimated per cent [redacted] or underrun 4.5 %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $8,814.96
Engineering cost to date $5,828.25, 66.1 %

Date project was completed June 28, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was completed and delivered to the La Grande Division Office on Thursday of this week. This completes the work on this section and this will be the final report except for possible rechecking work on the semi-final.

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed

Address Resident Engineer, Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 93073

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.56	1.56	14,000 CY	11.99	
Miles partially completed					
Miles completed	1.56	1.56		11.99	
Total estimated quantities (contract)	13,500 CY	8,550 CY	14,000 CY	310 Ton Asph. 3,280 CY Aggr.	
Total quantities corrected to date	15,087.3 CY	8,090 CY	14,981.5 CY	302.8 Ton Asph. 3,570 C.Y. Aggr.	
Total quantities moved or placed to date	15,087.3 CY	8,090 CY	14,981.5 CY	302.8 Ton Asph. 3,570 C.Y. Aggr.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
APR 17 1957
FOR FILING

36-Adm
4914

April 17, 1957

E. H. Itschner Co.
Molalla
Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4914, which was awarded to you on April 3, 1957 by the State Highway Commission, for grading, oiling and rock production on the Pendleton-Adams Section of the Oregon-Washington, Pendleton-Cold Springs and Athena-Holdman Highways in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Rms

Encl.

Leonard

RECEIVED
APR 11 1957
FOR FILING

4914

April 3, 1957

E. H. Rechner Company
P. O. Box 316
Moleila, Oregon

Gentlemen:

The State Highway Commission on February 26, accepted your proposal for grading, oiling and furnishing crushed materials on the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County, for the sum of $108,937.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as cost-in conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4914.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: R. G. Savage (SLAC)
Tom Edwards
S. H. Frebert

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

ATTENTION: Dorothy McCormack

Modern Highways
c/o Scranton Publishing Co.
185 N. Wabash Avenue
Chicago 1, Illinois

Mr. Lowell Richards
c/o Daily Journal of Comm.
83 Columbia St.
Seattle 4, Washington

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	XXX
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 3, 1957
10:45 a.m.

E. H. Itschner Company
P. O. Box 316
Molalla, Oregon

Contract for grading, oiling and furnishing crushed materials in stock pile on Pendleton-Adams Section of Oregon-Washington Highway, Umatilla County, for which you submitted low bid on February 28, 1957, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM:

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

FORM E-208—67,505—2-58—62567

30-166C

4114

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 26, 1957
Salem Office

SUBJECT: Pacific Power & Light Company
Power Line Adjustment
Pendleton-Adams Section
Oregon-Washington Highway
Umatilla County

To: Mr. L. H. Young
Assistant Construction Engineer
Office

Herewith I quote you letter received from Pacific Power & Light Company, dated March 25, 1957, with reference to the above titled matter.

"This refers to your letter dated March 18, 1957, relating to the relocation of a power pole located on the southeasterly side of the Pendleton-Adams section of the Oregon-Washington Highway at Highway Engineer's Station 37.

Please be advised that your letter has been referred to the proper department of this Company for further action."

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. A. F. Parson
Mr. John H. Walker

RECEIVED
MAR 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 19 1957

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

90 1060
4914

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 18, 1957

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Re: Pacific Power and Light Company
Power Line Adjustment
Pendleton-Adams Section
Oregon-Washington Highway
Umatilla County

Gentlemen:

Bids on the above titled project were received on February 28, 1957 and it appears that some of your facilities must be adjusted in order to accommodate the highway construction. This adjustment involves the moving of a single pole located on the southeasterly side of the highway at Highway Engineer's Station 37.

It appears that this pole was located on the existing highway right of way although it does not appear to have been covered by any permit from the Highway Commission. In view of the circumstances, it will be your obligation to make the necessary adjustment without reimbursement and it is requested that you proceed with the work as promptly as possible.

Further details may be secured from Mr. John H. Walker, Resident Engineer on the project, with headquarters in Pendleton.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:MK
cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. A. F. Parson
Mr. John H. Walker

RECEIVED
MAR 18 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

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MAR 1 3 1957
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

30-11 C

4214

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 5, 1957

Pacific Telephone and Telegraph Company
509 S. W. Oak Street
Portland, Oregon

Re: Pacific Telephone and Telegraph Co.
Telephone Line Adjustment
Pendleton-Adams Section
Oregon-Washington Highway
Umatilla County

Gentlemen:

Bids on the above titled project were received on February 28, 1957 and it appears that some of your facilities must be adjusted in order to accommodate the highway construction. This adjustment involves the moving of a guy pole on the easterly side of the highway at Highway Engineer's Station 35+50.

It appears that your existing facility has been located in accordance with Permit No. 3660, dated July 5, 1951, so that it will be your obligation to make the necessary adjustment without reimbursement. It is requested that you proceed with the work as promptly as possible.

Further details may be secured from Mr. John H. Walker, Resident Engineer on the project, with headquarters in Pendleton.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:M
cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. A. F. Parson
Mr. John H. Walker

NOTED
FORREST COOPER

RECEIVED
MAR 6 1957
OFFICE OF
STATE HIGHWAY ENGINEER

F-72(5) Willowdale-Lyle Gap Sec., The Dalles-California Hwy. (Grad. & Oiling) 1957

#4915

PRODUCT OF
EST. 1868
amfile
BANKAKEE, ILL.
AMBERG FILE & INDEX CO.

No. RK761TN34

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JUL 17 1959
FOR FILING

F-72(5)
4715

June 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised estimate for the Willowdale-Lyle Gap Section, Project No. F-72(5).

The estimate has been revised to include work to be performed by The Pacific Telephone and Telegraph Company and Central Electric Cooperative. This is not a request for modification of the project agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

R. L. Porter
Office Engineer

Oregon State Highway Department

Federal Aid
Project No. F-72(5)

BILLINGS-LYLE GAP SECTION OF THE DALLES-CALIFORNIA HIGHWAY

IN JEFFERSON COUNTY

(Estimate revised to include utility work by the Pacific Telephone and Telegraph Co. and the Central Electric Co'op. Not as a basis for modification of project agreement.)

Salem, Oregon, June 11, 1959

Type Code P.E.			
Preliminary Engineering	All Required		$ 34,000.00
Type Code 5231			
Roadway (Sta. 449+00 to Sta. 727+57.10)(Contract No. 4915)			
	All Required		85,000.00
Clearing and Grubbing	1,870 cu. yds.	$ 4.00	7,480.00
Drainage Excavation, Unclassified	627,000 cu. yds.	.55	344,850.00
General Excavation, Unclassified	2,182,000 yd. sta.	.005	10,910.00
Short Overhaul	23,000 C-yd. sta.	.40	9,200.00
Long Overhaul	5.25 miles	400.00	2,100.00
Finishing Roadbed and Slopes	13,000 lin. ft.	.10	1,300.00
Rounding Cutbanks	330 lin. ft.	1.75	577.50
12-inch Concrete Pipe	1,940 lin. ft.	3.00	5,820.00
18-inch Concrete Pipe	860 lin. ft.	4.75	4,085.00
24-inch Concrete Pipe	26 lin. ft.	6.00	156.00
30-inch Concrete Pipe	390 lin. ft.	5.75	2,242.50
24-inch Corrugated Metal Pipe	260 lin. ft.	7.50	1,950.00
24-inch Corrugated Metal Pipe, 12 Gage	350 lin. ft.	9.50	3,325.00
30-inch Corrugated Metal Pipe, 12 Gage	220 lin. ft.	19.00	4,180.00
48-inch Corrugated Metal Pipe, 10 Gage	190 lin. ft.	40.00	7,600.00
78-inch Corrugated Metal Pipe	250 lin. ft.	1.00	250.00
6-inch Metal Drain Pipe	930 lin. ft.	1.10	1,023.00
6-inch Perforated Metal Drain Pipe	260 cu. yds.	5.00	1,300.00
Special Backfill in Drains	60 cu. yds.	90.00	5,400.00
Class "A" Concrete	9,000 lbs.	.18	1,620.00
Metal Reinforcement	10,500 lin. ft.	3.00	31,500.00
Metal Guard Rail	200 only	2.00	400.00
Metal Sight Posts	83,600 cu. yds.	1.45	121,220.00
2½" - 0 Rock in Base	8,400 cu. yds.	1.50	12,600.00
3/4" - 0 Rock in Base	5,400 M-gals.	2.00	10,800.00
Sprinkling	5.25 miles	100.00	525.00
Preparation of Base	870 cu. yds.	3.00	2,610.00
3/4" - 0 Rock in Binder Course	4,500 cu. yds.	3.00	13,500.00
Furnishing and Placing Aggregates	140 tons	45.00	6,300.00
MC-3 Asphalt	330 tons	43.00	14,190.00
120-150 Asphalt	100 tons	45.00	4,500.00
RS-1 Asphalt			

	Subtotal	$718,514.00
Pacific Telephone and Telegraph Co.	All Required	4,650.00
Central Electric Cooperative	All Required	1,333.00
	Subtotal	$724,497.00
	Engr. & Cont.	65,868.40
	Total	$790,365.40

Type Code X421
Hay Creek Bridge (Sta. 583+40 to Sta. 584+80)(Contract No. 4955)

Structural Excavation	200 cu. yds.	$12.00	$ 2,400.00
Furnish Treated Timber Piling	1,720 lin. ft.	1.30	2,236.00
Drive Piles	56 only	60.00	3,360.00
Class "A" Concrete	292 cu. yds.	68.00	19,856.00
Metal Reinforcement	73,000 lbs.	.14	10,220.00
8-inch Corrugated Metal Pipe	65 lin. ft.	6.00	390.00
	Subtotal		$38,462.00
	10% Engr. & Cont.		3,846.20
	Total		$42,308.20

Length of Roadway . . . . . 5.249 miles
Length of 1 Structure . . . . . 0.027 mile
Total Length. . . . . 5.276 miles
Cost of Roadway Per Mile. $150,574.47

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 34,000.00	$ 20,000.00	$ 14,000.00
Roadway	790,365.40	489,402.00	300,963.40
Structure	42,308.20	26,198.00	16,110.20
	$866,673.60	$535,600.00	$331,073.60

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920; Chap. 529, Laws, 1939

State Funds for Maint.: Chap. 529, Laws, 1939

WILLOWDALE-LYLE GAP SECTION

Project No. F-72(5)

Estimated Cost of Work Done by the General Electric Cooperative

Labor and overhead		$1,083.00
Materials (less Salvage)		250.00
	Total	$1,333.00
	Use	$1,333.00

Estimated Cost of Work Done by the Pacific Telephone and Telegraph Co.

Total Material		$3,380.00
Total Labor		2,790.00
Total Motor Vehicle and other Miscellaneous Expense		1,630.00
Salvage Credit		1,000.00Cr.
Accrued Depreciation Credit		2,150.00Cr.
	Total	$4,650.00
	Use	$4,650.00

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)

Sept. 25, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1915	15-A Post Final	Rogers Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22073	H 223933	$38.68	9/24/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G P Winchcomb
ACCOUNTING DIVISION

Specified completion date: 200 workdays from 4-15-57

Time Extensions: None

Completion Date: May 26, 1958

Date Accepted: July 31, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 25, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 25 1958

NOTED ON CARD

RECEIVED
SEP 17 1958
FOR FILING
F 3(5)
415

mfa.

September 15, 1958

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Completion - Erosion Control Work
Willowdale-Lyle Gap Section
The Dalles-California Highway
Contract No. 4915, FA #F-72(5)

Dear Mr. Polk:

Seeding and mulching work on the subject job were completed 11 June 1958 under the authorization approved in Order For State Force Work dated May 3, 1957.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Staff Engineer

cc Mr. M. H. Astrup

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SEP 16 1958
FOR FILING

NOTED
W. C. WILLIAMS

August 29, 1958

Willowdale-Lyle Gap Section
Contract No. 4915

FINAL COST ANALYSIS
Rogers Construction Co., Contractor
L. Stratton, Resident Engineer

The Dalles-California Highway
Prefix 16-1027

F-72(2)

4915

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		85,000.00		7,000.00	85,000.00
Drainage Excavation, Unclass.	2,362.3	Cu.Yd.	4.00	2.84	6,709.36	9,449.20
General Excavation, Unclass.	576,346.8	Cu.Yd.	0.55	0.635	366,129.21	316,990.74
Short Overhaul	1,903.132	Yd.Sta.	.005	.006	11,422.36	9,915.66
Long Overhaul	23,739	C-Yd.Sta.	0.40	0.46	10,963.91	9,495.60
Finishing Road Bed & Slopes	5.25	Mile	400.00	479.69	2,518.42	2,100.00
Rounding Cut Banks	14,345	Lin.Ft.	0.10	0.106	1,529.40	1,434.50
12" Concrete Pipe	471	Lin.Ft.	1.75	1.77	838.23	824.25
18" Concrete Pipe	1,790	Lin.Ft.	3.00	2.87	5,140.70	5,370.00
24" Concrete Pipe	852	Lin.Ft.	4.75	4.27	3,640.87	4,047.00
30" Concrete Pipe	24	Lin.Ft.	6.00	5.84	140.34	144.00
24" Corr. Metal Pipe	362	Lin.Ft.	5.75	6.03	2,184.94	2,081.50
24" Corr. Metal Pipe, 12 ga.	234	Lin.Ft.	7.50	7.83	1,833.30	1,755.00
30" Corr. Metal Pipe, 12 ga.	340	Lin.Ft.	9.50	9.49	3,228.44	3,230.00
48" Corr. Metal Pipe, 10 ga.	194	Lin.Ft.	19.00	18.66	3,620.18	3,686.00
48" Corr. Metal Pipe	88	Lin.Ft.	40.00	38.76	3,410.92	3,520.00
6" Metal Drain Pipe, uncoated	334	Lin.Ft.	1.00	1.28	430.35	334.00
6" Perf.Metal Drain Pipe,uncoated	786	Lin.Ft.	1.10	1.42	1,117.72	863.00
Special Back fill in drains	112	Cu.Yd.	5.00	2.29	257.20	560.00
Class "A" Concrete	128.9	Cu.Yd.	90.00	57.48	7,409.74	11,601.00
Metal Reinforcement	19,861	Lbs.	0.18	0.14	2,802.63	3,574.98
**Metal Guard Rail	9,879	Lin.Ft.	3.00	2.83	27,963.15	29,637.00
**Metal Sight Post	181	Each	2.00	1.80	325.80	362.00
2½-0 Rock in Base	83,243	Cu.Yd.	1.45	1.619	134,826.25	120,702.35
3/4"-0 Rock in Base	8,382	Cu.Yd.	1.50	2.097	17,582.80	12,573.00
Sprinkling	1,284	M/Gals.	2.00	1.77	2,276.91	2,568.00

FINAL COST ANALYSIS - Cont'd

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	5.25	Miles	100.00	206.81	1,085.78	525.00
3/4"-0 in Binder Course	852	Cu.Yd.	3.00	2.52	2,154.46	2,556.00
Furnish & Place Aggregates	4,938	Cu.Yd.	3.00	2.43	12,034.04	14,814.00
AC-3 Asphalt	134.66	Ton	45.00	44.10	5,939.53	6,059.70
120-150 Asphalt	352.26	Ton	43.00	43.94	15,481.81	15,147.18
RS-1 Asphalt	104.84	Ton	45.00	43.15	4,524.84	4,717.80
PA#1 Type 2 Fence	1,131	Rods	4.55	4.11	4,650.54	5,146.05
PA#1 Special Type 2 Fence	820	Rods	4.65	4.80	3,937.66	3,813.00
PA#1 16'x50" Metal Gate	14	Each	100.00	54.47	762.58	1,400.00
PA#1 10'x50" Metal Gate	2	Each	90.00	36.20	72.40	180.00
PA#3 Metal Cattle Guard	1	Each	360.00		356.31	360.00
PA#4 Cement Adj.(Favor of State)	9.27	Bbl	4.246			-39.36
PA#5 Aggregates in S.P.	2,936.5	Cu.Yd.	1.00	0.896	2,631.10	2,936.50
Force Account					3,906.42	4,079.82
			TOTAL	...	...$682,860.69	$703.514.97

* Work done all or part by Central Heating Co.
** Work done all or part by George Berry

	Revenue	Cost	Profit	Loss	% Profit	% Loss
Rogers Construction Co.	668,182.29	646,436.88	21,745.41	- -	3.2%	- -
Central Heating Co.	35,332.68	36,423.81	- -	1,091.13	- -	3.0%
	$703,514.97	$682,860.69	$20,654.28		2.93%	

DEATIL OF COST
Rogers Construction Company

Labor:					
Labor and Supervision				$ 154,242.82	
Labor Insurance				16,414.11	$170,656.93
Materials:					
12" Concrete Pipe	471	Lin.Ft.	at $1.21	569.91	
18" Concrete Pipe	1,790	Lin.Ft.	at $2.07	3,705.30	
24" Concrete Pipe	852	Lin.Ft.	at $3.13	2,666.76	
30" Concrete Pipe	24	Lin.Ft.	at $4.34	104.16	
24" Corr.Metal Pipe	362	Lin.Ft.	at $4.80 Inc.Bands	1,737.60	
24" Corr.Metal Pipe 12 Ga.	234	Lin.Ft.	at $6.42 Inc.Bands	1,502.28	
30" Corr.Metal Pipe 12 GA.	340	Lin.Ft.	at $7.85 Inc.Bands	2,669.00	
48" Corr.Metal Pipe 10 Ga.	194	Lin.Ft.	at $15.85 Inc.Bands	3,074.90	
48" Corr.Metal Pipe	88	Lin.Ft.	at $33.50 Inc.Bands	2,948.00	
6" Metal Drain Pipe,Uncoated	334	Lin.Ft.	at $0.82 Inc.Bands	273.88	
6" Perf.Metal Drain Pipe	785	Lin.Ft.	at $0.93 Inc.Bands	730.05	
Class "A" Concrete	154.9	Cu.Yds.	at $22.00	3,473.90	
Metal Reinforcement Steel	19,861	Lbs.	at $0.105	2,084.41	
Lumber				1,657.30	
16'x50" Metal Gates	14	Gates	at $37.66	527.24	
10'x50" Metal Gates	2	Gates	at $21.32	42.64	
Cattle Guard	1	Each	at	238.50	
32" Standard woven wire	98	Rolls	at $17.98	1,762.04	
Barb Wire	59	Rolls	at $9.51	559.19	
Water tank & Water pipe				1,326.45	
Line Post	2,000	Posts	at $0.93	1,860.00	
End Post	31	Posts	at $4.93	152.83	
Corner Post	37	Posts	at $7.04	260.48	
Ind. Post	48	Posts	at $4.53	217.44	
Guard Rail	9,879	Lin.Ft.	at $1.22	12,052.38	
Wood Post	806	Posts	at $5.52	4,449.12	
End Section	32	Each	at $3.15	100.80	
Sight Post	181	Posts	at $1.30	235.30	50,981.86
Equipment Rentals & Misc. Supplies:					
Equipment Rentals (owned)				280,562.71	
Gas, Oil and Grease				37,851.84	
Powder and Caps				37,037.55	
Freight and Cartage				16,370.69	
Small Tolls and Miscellaneous Supplies				5,746.29	
Bond				4,007.96	
Home Office and General Overhead				22,786.45	404,363.49
Paid to Murry Bros. (for clearing)					7,000.00
Paid to Wm. Anderson (Hauling Water)					2,073.75
Paid to Geo. Berry (Installing Guard Rail)					11,360.85
TOTAL COST					$646,436.88

DETAIL OF COST
Central Heating Company

Labor:			
Labor and Supervision		$ 8,100.94	
Labor Insurance		645.89	$ 8,746.83
Materials:			
RC-3 Asphalt	134.66 tons at $29.75	4,006.14	
Freight on RC-3 Asphalt	134.66 tons at $6.70	902.22	
121-150 Asphalt	352.26 tons at $27.00	9,511.02	
Frt.on 121-150 Asphalt	352.26 tons at $6.70	2,360.14	
RS-1 Asphalt	104.84 tons at $28.80	3,019.39	
Freight on RS-1 Asphalt	104.84 tons at $6.70	705.43	20,504.34
Equipment Rentals and Misc. Supplies:			
Equipment Rentals (Owned)		4,552.66	
Gas, Oil and Grease		1,163.96	
Small Tools and Miscellaneous Supplies		182.10	
Bond		213.12	
Home Office and General Overhead		1,060.80	7,172.64
TOTAL COST			$ 36,423.81

BREAK DOWN OF CRUSHING COST
Rogers Construction Company

	Quantity	Unit	Cost	Unit Cost
Move in and Set up	110,202	Cu.Yds.	7,941.82	.072
Drill and Shoot	110,202	Cu.Yds.	13,898.74	0.126
Haul to Crusher	110,202	Cu.Yds.	10,628.33	.096
Crushing	110,202	Cu.Yds.	54,840.94	0.497
Cost at Plant	110,202	Cu.Yds.	87,309.46	0.791
Haul and Stockpile at Plant	89,390	Cu.Yds.	9,446.96	0.105
			96,756.42	0.896

The crushing plant operated 861.5 hours to produce 110,202 cu.yds. of crushed materials for an average production of 127.9 cu.yds. per working hour. The crushing plant worked three shifts; one 8 hr., one 7.5 hrs., and one 7 hr., shifts per day.

NOTE: The Contractor left approximately 5,700 cu. yds. of 2½"-0, 850 cu. yds. of 3/4"-0, and 3,300 of 1½"-3/4 in stockpiles at the plant.

Remarks:

This was a "Federal Aid Primary Project" for the construction of 5.25 miles of highway road bed, construction of 5.25 miles stone base and the construction of 5.25 miles of type O-11 oil mat surfacing. The project was bid March 28, 1957, work started April 17, 1957, and the project was completed May 26, 1958.

Clearing and grubbing was started April 17, 1957 by Murray Bros., and all clearing was completed May 24, 1957. Having an unbalanced bid on clearing and grubbing a very large profit was realized from this item. Installing of pipes, box culvert and building of fence was started July 20, 1957. This work was completed before grading operation was started. On October 11, 1957 the contractor moved in three D9 cats with rippers, three D8 cats with dozers, six euclid scrapers, and #12 cat blade and started grading. Two shifts were worked on grading when possible. Having low bid on grading and working during the winter months, grading shows a large loss.

On January 6, 1958 the contractor started moving in and setting up the crushing plant in the quarry located on the southerly side and adjacent to the new highway at station 692+00.

The quarry was drilled with a 900 compressor and 5" airtrack drill. The plant was fed with a D8 cat and dozer. Due to rain and soft grade, most of the base rock and 3/4"-0 used in the base had to be stockpiled and later loaded and hauled to the road. The crushing plant operated three shifts per day.

Oiling was sublet to Central Heating Company, the oil at bid price and $1.50 per cu. yd. for hauling and placing oil aggregates. The oiling contractor suffered a small loss due to rain and labor strike.

All fencing was installed at $1.25 per rod and the guard rail was installed for $1.00 per foot and the painting at .15 per foot.

Having a low bid price on grading and crushed materials, the contr actor realized only a small profit from this project.

M. N. Juve
Chief Cost Analyst

By

K. T. Wechter

RECEIVED
JUL 11 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) July 16, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4915 (VOUCHER NO.)	15 Final (WARRANT NO.)	Rogers Construction Company (AMOUNT)	(DATE)
15660	H217365	$ 21,090.71	7-16-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeneske
ACCOUNTING DIVISION

Specified completion date: 200 workdays from 4-15-57

Time Extensions: None

Completion Date: May 26, 1958

Date Accepted: July 31, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 4, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 4 1958
Lpew

NOTED ON CARD

RECEIVED
JUL 11 1958
FOR FILING

F 72(5)

4915

July 10, 1958

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, Calif.

Attn.: Mr. Sheridan J. McCarthy

Gentlemen:

State Highway Contract No. 4915 for grading and oiling on the Willowdale-Lyle Gap Section of The Dalles-California Highway in Jefferson County was completed by the contractor, Rogers Construction Co., on May 26, 1958, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $21,090.71 will be released to the contractor after acceptance by the Commission. The total contract amount is $703,514.97, of which amount $4,079.82 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

cm

RECEIVED
JUN 25 1958
FOR FILING
F-12(4)
4415

June 25, 1958

CERTIFIED MAIL

The Fidelity and Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction Company in connection with Contract No. 4915, for grading and oiling on the Willowdale-Lyle Gap Section of The Dalles-California Highway in Jefferson County. This payment, in the amount of $47,990.75, will be released to the contractor on or after July 5, 1958. The retained percentage is $21,105.91.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ss

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—11-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 6, 19 58

Section Willowdale-Lyle Gap

Highway The Dalles-Cal. County Jefferson

Contractor Rogers Construction Co.

Date of contract April 5, 19 57

Date work started April 17, 19 57

Project authorization . . . . . $ 840,953.25
Exclusive of engineering . . . . $ 781,152.13

Kind of work Grading and Oiling

Section prefix 16-1027

Contract number 4915

Specified work days 200

Work days used 180

Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 723,945.21

Estimated per cent ~~overrun~~ or underrun . . . . . 7.3 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 59,801.12

Engineering cost to date $ 46,818.50, 78.3 %

Date project was completed May 26, 19 58

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

State sign crew has been installing signs on the Project this week.

State Seeding and mulching Crew has been working on the Project this week.

Semi-Final Estimate completed and ready for Division Office.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
JUN 09 1953
NOTED-- CE ACE ACE CDE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed Lowell M. Stratton

Address Box 56, Madras, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.25	5.25		5.25	
Miles partially completed					
Miles completed	5.25	5.25		5.25	
Total estimated quantities (contract)	627,000	92,000		570	
Total quantities corrected to date	576,346.8	91,625		591.76	
Estimated quantities moved or placed to date	576,346.8	91,625		591.76	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors .....; Bulldozers .....; Compaction rollers .....; ....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 1	Cloudy		
Monday 2	Cloudy		
Tuesday 3	Cloudy		
Wednesday 4	Fair A.M. Showers PM		
Thursday 5	Fair A.M. Showers PM		
Friday 6	Rain A.M. Cloudy PM		
Saturday			

RECEIVED
JUN 3 1958
FOR FILING

F 72 (5)
495

June 3, 1958

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 26, 1958, on Contract No. 495, Willowdale-Lyle Gap Section, in Jefferson County, in connection with Federal Aid Project No. F-72(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Pearson
Assistant State Highway Engineer

cc: Clarence O. Swanson
EWPrice

RECEIVED
FORM S-30X—37,500—8-57—54
APR

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1958

SUBJECT:

To:

Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

The subcontract between Rogers Construction Company and Central Heating Company covering Items 26 through 32 on the Willowdale-Lyle Gap Contract, No. 4915, Oregon F-72 (5) is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

cc: Forrest Cooper
C. O. Polk (2)

Note: This is the first subcontract on this project in the amount of $52,425 or 7.3%

RECEIVED
APR 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 18 1957
FOR FILING
F 72.61
4 11 F

December 18, 1957

County Court of Jefferson County
Court House
Madras, Oregon

Gentlemen:

We are enclosing for the records and files of Jefferson County a fully executed copy of an abandonment agreement between the State Highway Commission and Jefferson County covering the Willowdale-Lyle Gap Section of The Dalles-California Highway in Jefferson County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
SEP 27 1957
FOR FILES

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1957

SUBJECT: File No. 25520 - Fulton
Willowdale-Lyle Gap Section
The Dalles-California Highway
Jefferson County
Contract No. 4915

To: Mr. L. H. Young
Ass't. Construction Engineer
O F F I C E

Reference is made to your letter of September 3 concerning a demand by Mr. Fulton to construct four culverts or siphons under the above section of highway, to accommodate irrigation ditches.

The Fulton file was examined on this date by George Rohde, and he advises that, in his opinion, we have no obligation to construct the facilities as demanded.

R. L. PORTER
Right of Way Engineer

RLP:IH
cc: Forrest Cooper

NOTED

RECEIVED
SEP 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 3 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23, 1957

SUBJECT: Willowdale-Lyle Gap Section
The Dalles-California Highway
Contract No. 4915
Glen F. Fulton Property
R/W File No. 25520

To: Mr. R. L. Porter
Right of Way Engineer
O f f i c e

Mr. Glen F. Fulton, R/W File No. 25520, has recently contacted Resident Engineer Stratton claiming that we are interfering with the conveyance of irrigation water from one side of the road to the other from Station 500 to Station 565. Mr. Fulton states that, to adequately serve the property, it would be necessary to construct four siphons at the following locations: Stations 515, 526, 536, and 547.

At the time the location for this project was made, we were unaware that any water rights existed and apparently Mr. Fulton did not mention this to your Right of Way Agent. We have checked with the State Engineer's office and find that in 1919 an appropriation of water from Trout Creek was made for this property. The State Engineer advises that a water right of this late date out of Trout Creek is not worth a great deal. There are some traces that irrigation water was put on this land considerable years ago; however, the ditches have fallen into disuse and obviously have not operated for a period of many years. Mr. Jones, of the State Engineer's office, has advised us that non-use of water for five years constitutes an abandonment; however, he further advised us that the courts have repeatedly held that intent to abandon must be proven. I do not know the settlement that was made with Mr. Fulton. It is quite possible that in the severance of this property this was taken into account.

I am attaching hereto a letter from Division Engineer Swift reporting on the matter and a copy of the water adjudication map from the State Engineer's records. Will you please advise this office as to what our course of action should be.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

RECEIVED
SEP 24 1957
OFFICE OF
STATE HIGHWAY ENGINEER

LHY:jc

Attach.

cc Forrest Cooper

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
September 13, 1957

SUBJECT: Willowdale-Lyle Gap Section
The Dalles-California Hwy.

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

At the time the survey on the Willowdale-Lyle Gap Section of The Dalles-California Highway was made through that portion belonging to Glenn Fulton, being from Station 500 to 565, no irrigated land or no irrigation ditches were encountered. When the right-of-way was purchased, no provision was mentioned for taking care of any irrigation system. Recently, Mr. Fulton contacted our Resident Engineer and demands four syphon pipes, being a t approximately Station 515, 526, 536 and 547.

Our Resident Engineer started investigation and upon walking southeast from the alignment in this vicinity, he found a faint trace of what could have been a former irrigation ditch. This indication of a ditch is filled up and grown up with sage brush, and in my opinion, could not have been used in the past 30 years. Mr. Stratton has searched the County records for any record of a ditch company or water rights, but found nothing. We have not contacted the State Engineer regarding Mr. Fulton's water rights. To comply with Mr. Fulton's request will cost in the neighborhood of $8,000. If inquiry is made with the State Engineer, any water, if ever used on this parcel of ground, would have had to come from Trout Creek.

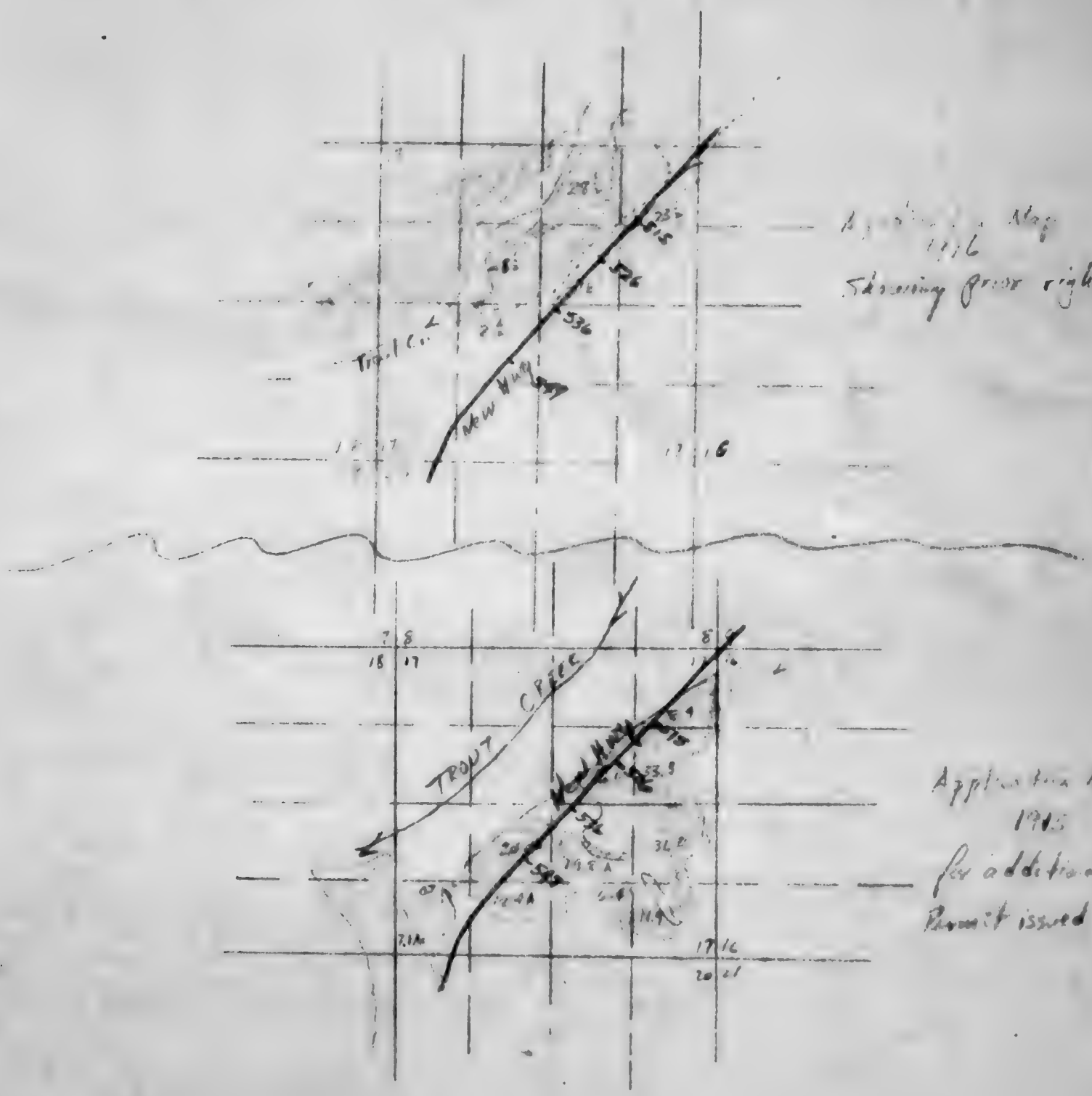
This information is being sent for your opinion as to what to do.

DEAN SWIFT
Division Engineer

DS:me
cc: Mr. Lowell Stratton
P. S. Part of this area is what is called the bull pasture, on which we installed a water tank fed by the domestic supply for stock water. If Fulton had water it is reasonable to suppose he would have been irrigating this pasture.

Shaded areas: irrigated
..... : ditches

Willowdale - Lyle Gage
Water rights in Sec 17,
T 95, R 15E, W.M.



Application Map
1915
showing prior rights

Application Map
1915
for additional water
Permit issued 1919

RECEIVED
SEP 5 - 1957
FOR FILING

Contract # 4915

Monthly Transaction No. 8-43

Project Report No. 8

Form (5-29-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State: Oregon

County: Jefferson

Project No. F-72(5)

FEDERAL-AID PROJECT AGREEMENT

4915 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Willowdale and Lyle Gap, on U.S. 97.

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	3/5/57	-
Rights-of-Way		
Construction	3/13/57	5.3
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 866,673.60	$ 535,600.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds

Chairman, State Highway Commission
(title)

By M P McKee

Member, State Highway Commission
(title)

By

Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk

Division Engineer

Date executed by
Division Engineer August 20, 1957

RECOMMENDED FOR APPROVAL:

HIGHWAY ENGINEER

USComm-DC 11169

August 9, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission for the Willowdale-Lyle Gap Section, Project No. F-72(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:bb

June 5, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Willowdale-Lyle Gap Section, Project No. F-72(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:bb

Oregon State Highway Department

Federal Aid
Project No. F-72(5)

WILLOWDALE-LYLE GAP SECTION OF THE DALLES-CALIFORNIA HIGHWAY

IN JEFFERSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon June 4, 1957

Type Code 1.Ea.

All Required	Preliminary Engineering		$34,000.00

Type Code 5231
Roadway (Sta. 449+00 to Sta. 727+37.10)(Contract No. 4915)

All Required	Clearing and Grubbing		85,000.00
1,870 cu.yds.	Drainage Excavation, Unclassified	4.00	7,480.00
627,000 cu.yds.	General Excavation, Unclassified	.55	344,850.00
2,182,000 yd.sta.	Short Overhaul	.005	10,910.00
23,000 C-yd.sta.	Long Overhaul	.40	9,200.00
5.25 miles	Finishing Roadbed and Slopes	400.00	2,100.00
13,000 lin.ft.	Rounding Cutbanks	.10	1,300.00
330 lin.ft.	12-inch Concrete Pipe	1.75	577.50
1,940 lin.ft.	18-inch Concrete Pipe	3.00	5,820.00
860 lin.ft.	24-inch Concrete Pipe	4.75	4,085.00
26 lin.ft.	30-inch Concrete Pipe	6.00	156.00
390 lin.ft.	24-inch Corrugated Metal Pipe	5.75	2,242.50
260 lin.ft.	24-inch Corrugated Metal Pipe,14 Gage	7.50	1,950.00
350 lin.ft.	30" Corrugated Metal Pipe, 12 Gage	9.50	3,325.00
220 lin.ft.	48" Corrugated Metal Pipe, 10 Gage	19.00	4,180.00
190 lin.ft.	78" Corrugated Metal Pipe	40.00	7,600.00
250 lin.ft.	6-inch Metal Drain Pipe	1.00	250.00
930 Lin.ft.	6-inch Perforated Metal Drain Pipe	1.10	1,023.00
260 cu.yds.	Special Backfill in Drains	5.00	1,300.00
60 cu.yds.	Class "A" Concrete	90.00	5,400.00
9,000 lbs.	Metal Reinforcement	.18	1,620.00
10,500 lin.ft.	Metal Guard Rail	3.00	31,500.00
200 only	Metal Sight Posts	2.00	400.00
83,600 cu.yds.	2½"-0 Rock in Base	1.45	121,220.00
8,400 cu.yds.	3/4"-0 Rock in Base	1.50	12,600.00
5,400 M-gals.	Sprinkling	2.00	10,800.00
5.25 miles	Preparation of Base	100.00	525.00
870 cu.yds.	3/4"-0 Rock in Binder Course	3.00	2,610.00
4,500 cu.yds.	Furnishing and Placing Aggregates	3.00	13,500.00
140 tons	MC-3 Asphalt	45.00	6,300.00
330 tons	120-150 Asphalt	43.00	14,190.00
100 tons	RS-1 Asphalt	45.00	4,500.00
	Subtotal		$718,514.00
	10% Engr. & Cont.		71,851.40
	Total		$790,365.40

Type Code X421
Hay Creek Bridge (Sta. 583+40 to Sta. 584+80)(Contract No. 4955)

200 cu.yds.	Structural Excavation	12.00	$2,400.00
1,720 lin.ft.	Furnish Treated Timber Piling	1.30	2,236.00
56 only	Drive Piles	60.00	3,360.00
292 cu.yds.	Class "A" Concrete	68.00	19,856.00
73,000 lbs.	Metal Reinforcement	.14	10,220.00
65 lin.ft.	8" Corrugated Metal Pipe	6.00	390.00
	Subtotal		$38,462.00
	10% Engr. & Cont.		3,846.20
	Total		$42,308.20

Length of Roadway. . . . . 5.249 miles
Length of 1 Structure. . . . . 0.027 mile
Total Length . . . . . 5.276 miles
Cost of Roadway Per Mile $150,574.47

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 34,000.00	$20,000.00	$14,000.00
Roadway	790,365.40	489,402.00	300,963.40
Structure	42,308.20	26,198.00	16,110.20
	$866,673.60	$535,600.00	$331,073.60

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

State funds for Maint.: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid
Project No. F-72(5)

WILLOWDALE-LYLE GAP SECTION OF THE DALLES-CALIFORNIA HIGHWAY
IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Type Code P. E.

Salem, Oregon March 11, 1957

All Required Preliminary Engineering $ 34,000.00

Type Code 5231
Roadway (Sta. 449+00 to Sta. 727+51.10)

All Required	Clearing and Grubbing			
1,870 cu. yds.	Drainage Excavation, Unclassified	$	3.00	$ 15,000.00
627,000 cu. yds.	General Excavation, Unclassified		0.67	5,610.00
2,182,000 yd. sta.	Short Overhaul		0.01	420,090.00
23,000 C-Y-sta.	Long Overhaul		0.40	21,820.00
5.25 miles	Finishing Roadbed and Slopes		1,200.00	9,200.00
13,000 lin.ft.	Rounding Cutbanks		0.18	6,300.00
330 lin.ft.	12-inch Concrete Pipe		2.50	2,340.00
1,940 lin.ft.	18-inch Concrete Pipe		4.50	825.00
860 lin.ft.	24-inch Concrete Pipe		6.00	8,730.00
26 lin.ft.	30-inch Concrete Pipe		8.50	5,160.00
390 lin.ft.	24-inch Corrugated Metal Pipe		7.50	221.00
260 lin.ft.	24-inch Corrugated Metal Pipe, 12 Gage		8.00	2,925.00
350 lin.ft.	30-inch Corrugated Metal Pipe, 12 Gage		10.00	2,080.00
220 lin.ft.	48-inch Corrugated Metal Pipe, 10 Gage		28.00	3,500.00
190 lin.ft.	78-inch Corrugated Metal Pipe		45.00	6,160.00
250 lin.ft.	6-inch Metal Drain Pipe		1.75	8,550.00
930 lin.ft.	6-inch Perforated Metal Drain Pipe		2.00	437.50
260 cu. yds.	Special Backfill in Drains		6.00	1,860.00
60 cu. yds.	Class "A" Concrete		55.00	1,560.00
9,000 lbs.	Metal Reinforcement		0.15	3,300.00
10,500 lin.ft.	Metal Guard Rail		2.75	1,350.00
200 only	Metal Sight Posts		3.00	28,875.00
83,600 cu. yds.	2½" - 0 Rock in Base		2.00	600.00
8,400 cu. yds.	3/4" - 0 Rock in Base		2.25	167,200.00
5,400 M-Gals.	Sprinkling		3.00	18,900.00
5.25 mile	Preparation of Base		300.00	16,200.00
870 cu. yds.	3/4" - 0 Rock in Binder Course		3.50	1,575.00
4,500 cu. yds.	Furnishing and Placing Aggregates		3.50	3,045.00
140 tons	RC-3 Asphalt		44.00	15,750.00
330 tons	120-150 Asphalt		42.00	6,160.00
100 tons	RS-1 Asphalt		44.00	13,860.00
				4,400.00
				$ 803,583.50

Subtotal, Brought Forward	$803,583.50
10% Engr. & Cont.	80,358.35
Total	$883,941.85

Length of Roadway.....5.249 miles
Length of 1 Structure.....0.027 mile
Total Length.....5.275 miles
Cost of Roadway, per mile.....$168,401.95

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 34,000.00	$ 20,000.00	$ 14,000.00
Roadway	883,941.85	547,000.00	336,941.85
	$917,941.85	$567,000.00	$350,941.85

Oregon State Highway Department

Federal Aid
Project No. F-72(5)

WILLOWDALE-LYLE GAP SECTION OF THE

DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 23, 1957

Type Code P.E.

All Required	Preliminary Engineering	$	$ 34,000.00

Type Code 5231
Roadway (Sta. 449+00 to Sta. 727+51.10)(Contract No. 4915)

All Required	Clearing and Grubbing	$	$ 85,000.00
1,870 cu. yds.	Drainage Excavation, Unclassified	4.00	7,480.00
627,000 cu. yds.	General Excavation, Unclassified	0.55	344,850.00
2,182,000 yd. sta.	Short Overhaul	0.005	10,910.00
23,000 C-yd.sta.	Long Overhaul	0.40	9,200.00
5.25 miles	Finishing Roadbed and Slopes	400.00	2,100.00
13,000 lin. ft.	Rounding Cutbanks	0.10	1,300.00
330 lin. ft.	12-inch Concrete Pipe	1.75	577.50
1,940 lin. ft.	18-inch Concrete Pipe	3.00	5,820.00
860 lin. ft.	24-inch Concrete Pipe	4.75	4,085.00
26 lin. ft.	30-inch Concrete Pipe	6.00	156.00
390 lin. ft.	24-inch Corrugated Metal Pipe	5.75	2,242.50
260 lin. ft.	24-inch Corrugated Metal Pipe, 12 Ga.	7.50	1,950.00
350 lin. ft.	30-inch Corrugated Metal Pipe, 12 Ga.	9.50	3,325.00
220 lin. ft.	48-inch Corrugated Metal Pipe, 10 Ga.	19.00	4,180.00
190 lin. ft.	78-inch Corrugated Metal Pipe	40.00	7,600.00
250 lin. ft.	6-inch Metal Drain Pipe	1.00	250.00
930 lin. ft.	6-inch Perforated Metal Drain Pipe	1.10	1,023.00
260 cu. yds.	Special Backfill in Drains	5.00	1,300.00
60 cu. yds.	Class "A" Concrete	90.00	5,400.00
9,000 lbs.	Metal Reinforcement	0.18	1,620.00
10,500 lin. ft.	Metal Guard Rail	3.00	31,500.00
200 only	Metal Sight Posts	2.00	400.00
83,600 cu. yds.	2½" - 0 Rock in Base	1.45	121,220.00
8,400 cu. yds.	3/4" - 0 Rock in Base	1.50	12,600.00
5,400 M-gals.	Sprinkling	2.00	10,800.00
5.25 mile	Preparation of Base	100.00	525.00
870 cu. yds.	3/4" - 0 Rock in Binder Course	3.00	2,610.00
4,500 cu. yds.	Furnishing and Placing Aggregates	3.00	13,500.00
140 tons	RC-3 Asphalt	45.00	6,300.00
330 tons	120-150 Asphalt	43.00	14,190.00
100 tons	RS-1 Asphalt	45.00	4,500.00
	Subtotal		$718,514.00
	10% Engr. & Cont.		71,851.40
	Total		$790,365.40

Type Code X421
Hay Creek Bridge (Sta. 583+40 to Sta. 584+80)

200 cu. yds.	Structural Excavation	$6.00	$ 1,200.00
1,720 lin. ft.	Furnish Treated Timber Piling	2.00	3,440.00
56 only	Drive Piles	50.00	2,800.00
292 cu. yds.	Class "A" Concrete	78.00	22,776.00
73,000 lbs.	Metal Reinforcement	0.135	9,855.00
65 lin. ft.	8-inch Corrugated Metal Pipe	4.00	260.00
		Subtotal	$ 40,331.00
		10% Engr. & Cont.	4,033.10
		Total	$ 44,364.10

Length of Roadway	5.249 Miles
Length of 1 Structure	0.027 Mile
Total Length	5.275 Miles
Cost of Roadway Per Mile	$150,574.47

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 34,000.00	$ 20,000.00	$ 14,000.00
Roadway	790,365.40	488,576.00	301,789.40
Structure	44,364.10	27,424.00	16,940.10
	$868,729.50	$536,000.00	$332,729.50

RECEIVED
AUG 15 1957
FOR FILING
F-72(5)
4915

August 8, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering revision of water lines on the Willowdale-Lyle Gap Section of The Dalles-California Highway in Jefferson County, Contract No. 4915, in connection with Federal Aid Project No. F-72(5).

This work is necessary to adjust and replace water lines as called for by the construction plans. The lines must be lowered below roadbed grade, under a ditch and to get out of a cut.

Your approval of this order as a construction item is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:er

RECEIVED
JUN 4 1957
FOR FILING
4915

file

08-35

June 4, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-72(5)
Willowdale-Lyle Gap Section
Order for State Force Work
dated May 13, 1957 - Move
Pacific Telephone and Telegraph Poles

Dear Sir:

We are approving subject order today. If Federal participation in costs incurred under the order is desired, they should be shown in the project agreement estimate.

Very truly yours,

C. G. POLK
Division Engineer

Encl.

Original to
Mr. Probert

NOTED
FORREST COOPER

RECEIVED
MAY 2[illegible] 1957
FOR FILING
F-72(5)
4915

08-35

May 27, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-72(5)
Willowdale-Lyle Gap Section
Order for State Force Work
dated April 15, 1957 - Move
Power Poles

Dear Sir:

We are approving subject Order today. If Federal participation in costs incurred under the Order is desired, they should be shown in the project agreement estimate.

Very truly yours,

C. G. POLK
Division Engineer

NOTED
FORREST COOPER

Original To
Mr. Probert

RECEIVED
MAY 24 1957
FOR FILING

May 22, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 20 covering moving Pacific Telephone and Telegraph Company poles on the Hillsdale-Lyle Cut-Section of The Dalles-California Highway in Jefferson County, Contract No. 4015, in connection with Federal Aid Project No. I-84(5).

The poles are on private property. Obligation of the state to move the line is established by the attached copies of a letter dated March 13, 1957. The cost of doing the moving has been determined and the payment is to be made for work at this station. The work is to be done by the utility company, estimate for which is attached.

Your approval of this order in accordance of 5.4.1-300 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:or

Form PR 2 (Revised 1950)

State Oregon

Project No. F-72(4)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of May, 19 57,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 28th day of February, 19 57, a program, which was approved on the 4th day of March, 19 57, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 23rd day of April, 19 57, and the sum of seventeen thousand, four hundred and 00/100

dollars ($ 17,400.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917, Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

~~Grading~~ Acquisition of right of way between Stations 46+30 and 750+73, northeast of Madras,

, length 5.425 miles, in Jefferson County, being Oregon project No. F-72(4), ~~containing~~ ~~miles of~~ ~~roadway~~ ~~bridges, each of more than 20 feet clear span,~~ ~~of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) In the event that actual construction of the road on this right-of-way is not undertaken by June 30, 1962, the State Highway Department shall repay to the Commissioner the sum or sums of Federal funds paid to the Highway Department under this agreement.

16—11370-4

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seventeen thousand, four hundred and 00/100 dollars ($17,400.00), which does not exceed the authorized Federal pro rata share of twenty eight thousand, one hundred and 00/100 dollars ($28,100.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas Rhyne
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

By _____
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____
District ~~Division~~ Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879-8 A4.62

May 14, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Willowdale-Lyle Gap Section, Project No. F-72(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MMC:ia

April 17, 1957

Mr. C.G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding under separate cover four copies of estimate as a basis for project agreement and three sets of reduced plans plus an extra title sheet for the Willowdale-Lyle Gap Section, Project No. F-72 (4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HHC:cr

Oregon State Highway Department

Federal Aid
Project No. F-72(4)

WILLOWDALE-LYLE GAP SECTION OF THE DALLES-CALIFORNIA

HIGHWAY IN JEFFERSON COUNTY

(Estimate as a basis for project agreement. Based on estimated cost of Lands, damages, etc.)

Salem, Oregon April 12, 1957

Type Code R.O.W.
Rights of Way (Sta. 404+30 to Sta. 750+73)

All Required	Rights of Way, Etc.	$ 26,802.20
	Subtotal	$ 26,802.20
	Acquisition Expense	1,297.80
	Total	$ 28,100.00

Length of Project..... 5.425 miles

Federal Funds.	$17,400.00
State Funds.	10,700.00
	$28,100.00

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920; Chap. 529, Laws, 1939
State Funds for Maint.: Chap. 529, Laws, 1939

WILLOWDALE - LYLE GAP SECTION

Project No. F-72(4)

Estimated costs of Rights of Way Areas to be Acquired and other Rights of Way Expenses.

Highway Right of Way File No.	Area in Acres	Cost
		$ 4,372.50
	8.07	9,119.00
25519	23.73	2,166.00
25520	39.21	Gratis
25521	-	944.70
25522	11.98	10,200.00
25523	44.72	
25853		
		$ 26,802.20
	Subtotal Acquisition Expense	1,297.80
		$ 28,100.00
	Total	

RECEIVED

FOR FILING

I-5-A-1

4715 08-35

file

May 20, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-72(5)
Willowdale-Lyle Gap Section
The Dalles-California Highway
Order for State Force Work dated
May 20, 1957 - Seeding, Fertilizing &
Mulching Estimated Cost $9,675.00

Dear Sir:

Reference is made to your letter dated May 9, 1957 concerning subject order.

We are approving the use of State force as being in the public interest for the following reasons:

(1) Contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

(2) The State has trained men and specialized equipment to perform the work most economically.

(3) The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
District Engineer

Original to
Mr. Probert

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F-72(5)
4915

May 9, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224, 238 covering seeding and mulching on the Hillsdale-Lyle Gap Section of the Dalles-California Highway in Jefferson County, Contract No. 4915, in connection with Federal Aid Project No. F-72(5).

This work is necessary to control erosion and for roadside improvement throughout the project. The work can be done more economically by state forces, which has special equipment operated by trained crews. The contractor is not equipped to do this special work.

Your approval of this order under provisions of O.A.H.-300 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Fairrush Cooper
Deputy State Highway Engineer

Encl.

DP:cr

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MAY 13 1957
FOR FILING
F-72(5)
4915

May 9, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering state share of flagging costs on the Hillsdale-Lyle Gap Section of the Dalles-California Highway in Jefferson County, Contract No. 4915, in connection with Federal aid Project No. F-72(5).

Very truly yours,

R. G. Williams
State Highway Engineer

By

Norman Cooper
Deputy State Highway Engineer

Encl.

DBP:er

RECEIVED
MAY 2 - 1957
FOR FILING
F-7215
4915

May 1, 1957

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of Contract No. 4915, which was awarded to you on April 5, 1957 by the State Highway Commission, for grading and oiling on the Willowdale-Lyle Gap Section of The Dalles-California Highway in Jefferson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm

Encl.

RECEIVED
MAY 2 - 1957
FOR FILING

May 1, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 205 covering revision of Central Electric Cooperative power line on the Willowdale-Lyle Gap Section of The Dalles-California Highway in Jefferson County, Contract No. 4925, in connection with Federal Aid Project No. F-72(5).

Your approval of this order under provisions of 0.M.-300 is requested. Work is to be done by the Cooperative. Copies of a letter from our Assistant Counsel and estimate of the Cooperative are enclosed.

Very truly yours,

R. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DW:ib

Encl.

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F-72(5)

4915

April 19, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 17, 1957, on Contract No. 4915, Willowdale-Lyle Gap Section, in Jefferson County, in connection with Federal Aid Project No. F-72(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WCW:ia

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APR 11 1957
OR FILING
4915

April 5, 1957

Rogers Construction Company
11765 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on March 28, 1957, accepted your proposal for grading and oiling on the Willowdale-Lyle Gap Section of The Dalles-California Highway in Jefferson County for the sum of $718,514.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4915.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

NOTED
J. Mc C.

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: R. G. Savage (SIAC)
Tom Edwards
S. H. Probert

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

ATTENTION: Dorothy McCormack

Modern Highways
c/o Scranton Publishing Company, Inc.
185 N. Wabash Avenue
Chicago 1, Illinois

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	XX
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 5, 1957
11:17 a.m.

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Contract for grading and oiling on the Willowdale-Lyle Gap Section of The Dalles-California Highway, Jefferson County, for which you submitted low bid on March 28, 1957, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

RECEIVED
APR 10 1957
FOR FILING
OREGON DISTRICT F-72(5)

4915
08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

April 5, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-72(5), Willowdale-Lyle Gap Section of The Dalles-California Highway, we hereby concur as of this date in award of contract No. 4915 to Rogers Construction Co. of Portland, Oregon, low bidder in the amount of $718,514.00 at the March 28, 1957 bid opening.

Very truly yours,

C. G. Polk

C. G. Polk
District Engineer

RECEIVED
APR 8 - 1957
FOR FILING
F-72(5)
4115

April 5, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and oiling work on the Willowdale-Lyle Gap Section of The Dalles-California Highway in Jefferson County, Project No. F-72(5), to the Rogers Construction Co. of Portland, Oregon, on the basis of the bid of $718,514.00 submitted on March 28, 1957.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SWP:ia

RECEIVED
MAR 27 1957
FOR FILES

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

F 72(5)
4915

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 26, 1957

Central Electric Co-op., Inc.
P.O. Drawer 501
Redmond, Oregon

Re: Central Electric Co-op., Inc.
Power Line Adjustment
Willowdale-Lyle Gap Section
The Dalles-California Highway
Jefferson County

Gentlemen:

Bids on the above titled project will be received on March 26, 1957 and it appears that certain of your facilities, involving moving of your power line poles, must be adjusted at the following locations:

At Station 458+50 - One guy pole and anchor on the easterly side.

At Station 490+90 - One pole on the easterly side.

At Station 510+50 - One pole on the easterly side and a crossing must be constructed at this point.

At Station 552+60 - One pole on the westerly side.

At Station 555+80 - One pole on the westerly side.

In connection with the moving of these last two poles, a crossing must be constructed near Station 564+00.

At Station 574+15 - One pole on the easterly side and a crossing must be constructed at this point.

In view of the fact that these facilities are located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. Lowell Stratton, Resident Engineer, Box 56, Madras, Oregon, an estimate of the

cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Stratton.

A copy of this letter is being given to Mr. R. L. Porter, Right of Way Engineer, for his further attention.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. Dean Swift
Mr. Lowell Stratton
Mr. R. L. Porter

RECEIVED
MAR 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 15 1957
FOR FILING
OREGON DISTRICT F-72(5)
4915

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

March 13, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-72(5), Willowdale-Lyle Gap Section of The Dalles-California Highway in Jefferson County. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been obtained.

Very truly yours,

C. G. POLK
District Engineer

By E. H. Cowan
E. H. COWAN
Principal Highway Engineer

RECEIVED
MAR 18 1957
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

MAR 1 1957
12(5)
4715

Salem, Oregon
March 4, 1957

Willowdale-Lyle Gap, Unit I
Willowdale-Mdrus Section

Mr. Virgil O'Neil
Assistant Office Engineer
B u i l d i n g s

It is requested that you add $9700 to the authorization for the subject job for 43 acres of seeding and mulching to control surface erosion. It is anticipated that the work will be accomplished by State Forces under the supervision of the Landscape Engineer.

Forrest Cooper
Deputy State Highway Engineer

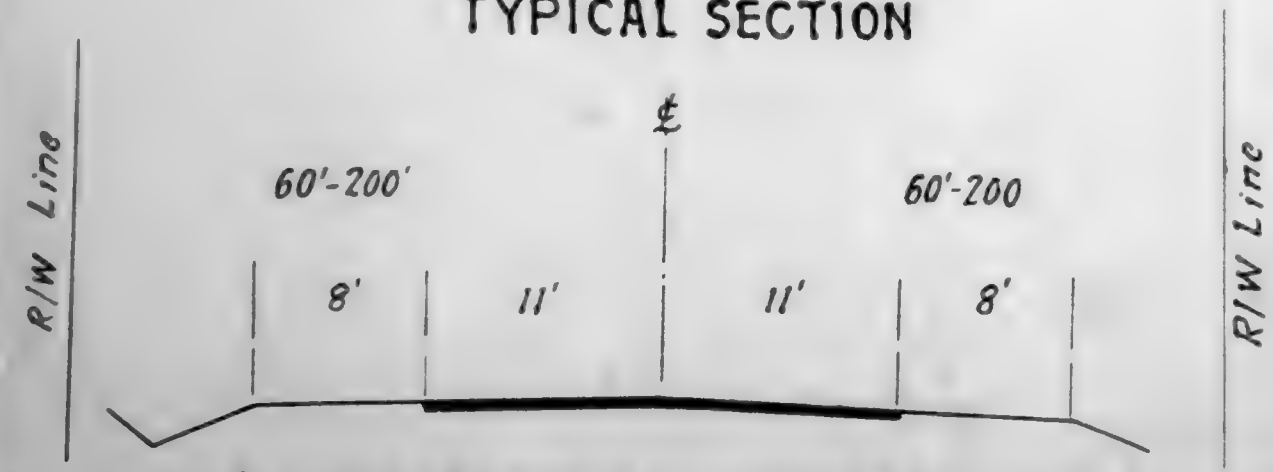
cc Mr. Tom Edwards
Mr. M. H. Astrup

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 6-27-56

TYPICAL SECTION



Note: Climbing Lane to be provided where necessary

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

WILLOWDALE-LYLE GAP UNIT
WILLOWDALE-MADRAS SECTION

THE DALLES-CALIFORNIA HIGHWAY

JEFFERSON COUNTY

Scale: 1" = 1 Mile July, 1956

DRG. NO. 1R-5-906

For details see Drg. No. 8B-2-24, June, 1956

RECEIVED
OCT 19 1956
FOR FILING
FORM 820—50M—11-55—50234

Const
RW
The Dalles, Calif

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1956

NOTED
W. C. WILLIAMS

SUBJECT:

To:
Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

Herewith seven copies of a sketch map for use in securing survey approval of the Willowdale-Lyle Gap Unit of the Willowdale-Madras Section of The Dalles-California Highway.

This project is one of the early ones scheduled in the event that the federal road bill passes, and it is desired that approval be had of the survey so that right of way acquisition may be started.

Forrest Cooper
Construction Engineer

By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

RECEIVED
JUN 13 1956
FOR FILING
FORM E-BOX—80M—11-55—80228

Const
R/W
The Dalles-Calif.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12th, 1956

SUBJECT: Willowdale-Lyle Gap, North Unit
The Dalles-California Highway

To: Mr. L. H. Young
Ass't. Construction Engineer
O f f i c e

W. C. WILLIAMS

It has come to light that the 3-mile unit which we had tentatively set up on the The Dalles-California Highway in Jefferson County under the name of Willowdale-Lyle Gap, North Unit is inadequate as it will not make proper connections to the existing road, nor will it cure the bad situation prevailing. The job should be increased to 5.45 miles and the money increased to $725,000. This is on the basis of an O-11 oiling job.

In order to balance the program the additional $275,000 should be taken from the Madras-North Section which was a more or less indeterminate proposition as to length. This can be adjusted later to fit moneys available.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams
S. H. Probert

RECEIVED
JUN 1956
OFFICE OF
STATE ENGINEER

S-154(4) East Unit, Camp Cr.- Paulina Sec. (Grading & Oiling) 1957

Box 38

RECEIVED
AUG 8 1958
FOR FILING

1-1-21(d)

4916

A

August 7, 1958

Dun & Bradstreet, Inc.
P. O. Box 111
Portland 7, Oregon

Attention: Mr. R. A. Gaynor
Analytical Department

Gentlemen:

In reply to your letter of August 5 concerning Elmer A. Kruse, Yoncalla, we can advise that Contract No. 4916 was awarded to E. A. Kruse for grading and oiling the East Unit, Camp Creek-Paulina Section of the Paulina Highway in Crook County. This contract was completed October 22, 1957 for the total amount of $401,725.82. This is the only contract that Mr. Kruse has had as a principal contractor with the Oregon State Highway Department.

Mr. Kruse is prequalified with us as E. A. Kruse, an individual. No other names are mentioned in his statement. We have heard that Mr. Thornton and Mr. Powell have worked with him but we do not know their status.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

ESTABLISHED 1841

J. HARRY WHITE
District Manager
P. O. Box 111
PORTLAND 7, ORE.
CApitol 2-9511

Dun & Bradstreet, Inc.
The Mercantile Agency

August 5, 1958

E. A. Pease
Oregon State Highway Department
Salem, Oregon

RE: Elmer A. Kruse
Yoncalla, Oregon

Dear Sir:

If you please, we would appreciate obtaining the current standing of the above named contractor, Elmer A. Kruse, of Yoncalla, Oregon, with the State Highway Commission. Our last information was obtained in the latter part of 1957 when Mr. Kruse was then completing contract no. 4716 known as the East Unit Highway Contract of approximately $400,000.

Could you provide us the contract numbers, description of jobs, location and approximate contract amount obtained by Mr. Kruse since October 1957? We would also appreciate it if you would identify the name of the individual or company holding the contract for the State of Oregon. Although Elmer Kruse has appeared to be predominate principal behind the organization, we have been led to believe that two other individuals by the names of Thornton and Powell, either had been or are associated with Kruse in the business. In addition, we would appreciate it if you could tell us the location and amount of largest highway contract obtained by Kruse in the past two years.

Thank you very much for your assistance in these matters.

Sincerely,

R. A. Gaynor
Analytical Department

RAG:eh

REFERRED TO
BY SECRETARY

CONSTRUCTION DIVISION
RECEIVED
AUG - 6 1958
NOTED-- CE ACE ACE COE

RECEIVED
JUN 23 1958
W. C. WILLIAMS

W.C. Williams

FINAL COST ANALYSIS

June 5, 1958

East Unit, Camp Creek-Paulina
Contract No. 4916
S-1247(4)

E. A. Kruse, Contractor
E. L. Scrivner, Resident Engineer

Paulina Secondary Highway
Prefix 107-1027-S154(4)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	All		$9,000	$	$ 4,210.70	$ 9,000.00
Drainage Exc., Unclass.	2,025.27	Cu. Yds.	3.00	2.15	4,360.88	6,075.81
General Exc., Unclass.	260,941.8	Cu. Yds.	0.42	0.468	122,347.39	109,595.56
Short Overhaul	571,359	Yd. Sta.	0.015	0.016	9,604.53	8,570.39
Long Overhaul	6,637	C-yd. Sta.	0.50	0.56	3,719.20	3,318.50
Finish R/B & Slopes	8.3	Miles	1,000	1,016.83	8,439.71	8,300.00
Rounding Cutbanks	21,200	Lin. Ft.	0.20	0.205	4,353.69	4,240.00
12" Corr. Metal Pipe	222	Lin. Ft.	3.75	3.05	676.57	832.50
18" Corr. Metal Pipe	992	Lin. Ft.	5.00	4.48	4,451.68	4,960.00
24" Corr. Metal Pipe	458	Lin. Ft.	7.25	5.92	2,715.81	3,320.50
36" Corr. Metal Pipe	144	Lin. Ft.	14.00	11.09	1,597.96	2,016.00
18" Arch Type Corr. Metal Pipe	98	Lin. Ft.	6.75	3.93	385.18	661.50
22" Arch Type Corr. Metal Pipe	233	Lin. Ft.	7.50	4.46	1,041.16	1,747.50
18" Corr. Metal Siphon Pipe	376	Lin. Ft.	9.00	6.61	2,486.01	3,384.00
**Conc. End Basin	28.56	Cu. Yds.	75.00	75.00	2,142.00	2,142.00
Salvaging Culvert Pipe	785	Lin. Ft.	2.50	2.24	1,765.08	1,962.50
**Class "A" Concrete	55.93	Cu. Yds.	75.00	75.00	4,194.75	4,194.75
**Metal Reinforcement	9,085	Lbs.	0.15	0.15	1,362.75	1,362.75
*1½"-0 Rock in Base	65,262	Cu. Yds.	1.98	1.692	110,466.45	129,218.76
*3/4"-0 Rock in Base	8,642	Cu. Yds.	2.25	2.099	18,139.57	19,444.50
*Sprinkling	7,006	M-gals.	2.50	1.61	11,271.96	17,515.00
*Preparation of Base	8.3	Miles	175.00	200.05	1,660.45	1,452.50
*3/4"-0 Rock in Binder	1,278	Cu. Yds.	3.25	3.15	4,033.76	4,153.50
*Furn. & Place Aggregates	5,156	Cu. Yds.	3.35	3.22	16,631.60	17,272.60
*RC-3 Asph. in Binder Crse.	167.3	Tons	48.00	45.19	7,561.46	8,030.40
*120-150 Asphalt	359.55	Tons	46.00	42.15	15,157.06	16,539.30

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*RS-1 Asphalt	105.44	Tons	$48.00	$44.29	$ 4,670.35	$ 5,061.12
PA #1 18" CMP, Uncoated	122	Lin. Ft.	4.25	3.64	444.78	518.50
*PA #3 Quarry-run Rock in Place	612	Cu. Yds.	1.25	1.16	715.89	765.00
*PA #4 Purchase Excess Rock	2,215.51	Cu. Yds.	1.50	1.174	2,601.01	3,323.27
PA #5 Extra Bands on Culvert Pipe	100%		All		62.47	62.47
PA #6 Cement Adj., Favor of Contractor	2.5	Bbl.	6.48	6.48	16.20	16.20
PA #7 Clearing Due to Change in Slopes	100%		All -- Cost included in Above clearing cost			20.00
Force Account					2,427.01	2,648.44
					$375,715.07	$401,725.82

*Work Done All or in Part By C. C. Meisel

**Work Done All or in Part by Johnson and Amen

	Revenue	Cost	Profit	Loss	% Profit	% Loss
E. A. Kruse	$178,563.78	$182,419.42		$3,855.64		2.1%
C. C. Meisel	223,162.04	193,295.65	$29,866.39		13.3%	
	$401,725.82	$375,715.07	$26,010.75		6.4%	

E. A. Kruse

Detail of Cost

Labor:		
Labor & Supervision	$46,163.79	
Labor Insurance	5,121.90	
		$ 51,285.69
Materials:		
12" Corr. Metal Pipe Incl. Bands	$ 490.62	
18" " " " " "	2,941.72	
24" " " " " "	2,147.90	
36" " " " " "	1,349.94	
18" Arch Type Metal Pipe Incl. Bands	277.07	
22" " " " " " "	769.65	
18" Corr. Metal Siphon Pipe Incl. Bands	1,921.30	
Extra Bands	62.47	
18" Uncoated Corr. Metal Pipe Incl. Bands	326.40	
		10,287.07
Equipment Rentals & Misc. Supplies:		
Equipment Rentals (Owned)	$23,751.95	
Hired Equipment	68,355.10	
Gas, Oil & Grease	12,491.64	
Explosives	1,040.00	
Small Tools & Misc. Supplies	712.55	
Freight & Cartage	2,251.50	
Bond	1,166.06	
Home Office & General Overhead	3,425.45	
		113,194.25
Paid to Johnson & Amens		7,652.41
T o t a l C o s t		$182,419.42

C. C. Meisel

Detail of Cost

Labor:						
Labor and Supervision					$51,598.53	
Labor Insurance					4,823.22	
						$ 56,421.75
Materials:						
RC-3 Asphalt	167.3	Tons	at	$29.75	$ 4,977.18	
Freight on RC-3 Asphalt	167.3	"	"	9.10	1,522.43	
120-150 Asphalt	359.55	"	"	27.00	9,707.85	
Freight on 120-150 Asphalt	359.55	"	"	9.10	3,271.91	
RS-1 Asphalt	105.44	"	"	28.80	3,036.67	
Freight on RS-1 Asphalt	105.44	"	"	9.10	959.50	
						23,475.54
Equipment Rentals & Misc. Supplies:						
Equipment Rentals (Owned)					$63,794.81	
Hired Equipment					18,511.65	
Gas, Oil & Grease					17,306.51	
Freight & Cartage					629.98	
Explosives					5,955.92	
Small Tools & Misc. Supplies					1,275.90	
Bond					1,244.29	
Home Office & General Overhead					4,679.30	
						113,398.36
T o t a l C o s t						$193,295.65

Breakdown of Crushing Cost

	Quantity	Unit	Cost	Unit Cost
Move In & Set Up	82,553.5	Cu. Yd.	$ 5,868.71	$0.071
Drill & Shoot	"	" "	18,385.37	0.222
Lead & Haul to Crusher	"	" "	20,170.93	0.244
Crushing	"	" "	38,396.72	0.465
Cost in Bunker	82,553.5	Cu. Yd.	$82,821.44	$1.002
Haul & Stockpile	45,654.0	Cu. Yd.	10,829.43	0.172
Total			$93,651.16	$1.174

The crushing plant operated 776 hours to produce 82,553.5 cu. yds. of crushed materials for an average production of 106.3 cu. yds. per working hour.

Remarks:

This was a "Federal Aid Secondary Project" consisting of construction of 8.02 miles of highway roadbed, construction of a 12' x 6' reinforced concrete box culvert, construction of 8.02 miles of stone base and shoulders and the construction of 8.02 miles of Type O-11 oil mat wearing surface with binder course. The project was bid February 28th, 1957. Work started March 20th, 1957 and the project was completed October 22nd, 1957.

On February 22nd, 1957 the contractor moved in a TD-14 Scoopmobile with a crew of 4 men and started clearing. Clearing consisted of sagebrush and a few scattered juniper trees.

Grading was started on April 5th, 1957 using mostly hired grading equipment. This proved to be costly to the prime contractor. Grading was started on the easterly end of the project and progressed westerly. In some of the cuts solid rock was encountered requiring drilling and shooting. All grading was completed by September 20th, 1957. A fair profit was made on all pipe items due to high bid prices.

C. C. Meisel, subcontractor on crushing and oiling, started moving his crushing plant into the state-controlled quarry located on the northerly side of and adjacent to the highway at Station 406+00 on March 25th, 1957. The plant was fed with 3/4 cu. yd. shovel, 6-yard Dumptor and a rented TD-24 cat pushing material to the shovel. After using up all the loose material, the quarry was shot with a coyote hole. All the oil rock and part of the base material was stockpiled at the plant, later loaded and hauled to the road in hired and company-owned trucks. The base material was handled on the road with 2 blades and roller. Having good production, both on crushing and oiling, the subcontractor realized a good profit from his part of the project.

Items concrete end basins, Class "A" concrete and metal reinforcement were sublet to Johnson & Amen at bid prices.

Having poor supervision with hired grading equipment, the prime contractor suffered a small loss from this project.

M. N. Juve
Chief Cost Analyst

By . . K. T. Wechter

FORM E-123X 50M 8-57

COMMISSIONERS

CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

March 26, 1958

Mr. C. O. Polk
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Camp Creek-Paulina Section
Paulina Highway
Crook County
FAP 26-15h(3)
Final Right of Way Voucher

Dear Mr. Polk:

Reference is made to your letter of March 17 concerning the Right of Way Voucher on the above section. Herewith follows my answer to the three questions you asked.

1. At the time we started right of way work on this project, the question whether or not we would request Federal Aid was indefinite, as far as the writer is concerned. Consequently, the appraisals on this line were made on a somewhat informal basis. This has been our practice, particularly through farm lands in Eastern Oregon. There is no more informed person, that I know of, than our District Supervisor in this area. He has been purchasing this type of land for the State for at least 20 years, and was an active stock man and cattle raiser prior to that. The exact date that the appraisals were made I am unable to say, except that I can certify that they were made prior to February 11, 1957. Right of Way Supervisor R. W. Cozad's Weekly Report of February 16, 1957 states that he had completed the line appraisal.

The Supervisor was asked to re-write the results of his appraisals shortly before submitting the right of way voucher, and that is the reason that they are on the current type of form.

2. On parcel 26896, the property owner demanded the sum of $37.50, for securing Quitclaim Deeds from three parties who had an interest in the property. This was out-of-pocket expense to him, and because of the nominal amount involved in this transaction, the property owner cannot be expected to stand it. In other words, this is a case where it cost the property owner more to transfer the right of way to the State than he got remuneration.

Where a property owner refuses to go through with a right of way transaction after signing an option, there is nothing that the State can do except to condemn. I think we all agree that the institution of condemnation proceedings where only $62.50 is involved, is something to be avoided.

3. We have a record of several sales on files 26038 and 26039 which indicate that irrigated land is worth about $200.00 an acre; uncultivated dry land about $100.00 an acre; and range land somewhere in the vicinity of $10.00 an acre.

I don't know what justification I can give for moving the hay stacks, except that any regulation that prohibits compensating a property owner for this expense is not realistic. It occurs to me that regulations should be set up on the basis of being practical and workable, and refusal to pay such items of expense simply would result in not acquiring any right of way.

Very truly yours,

R. L. PORTER
Right of Way Engineer

RLP:IH
cc: W. C. Williams
S. H. Probert

RECEIVED
1958
OFFICE OF
ENGINEER

RECEIVED
MAR 3 - 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
February 26, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4916	10 final	E. A. Kruse	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3865	H205448	$ 11,958.14	2-25-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 130 workdays from 4-15-57

Time Extensions: None

Completion Date: Oct. 22, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Feb. 26, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 26 1958

NOTED ON CARD

RECEIVED
FEB 4 - 1958
FOR FILING

Feb. 3, 1958

American Automobile Insurance Co.
Box 1531
Portland, Oregon

Gentlemen:

State Highway Contract No. 4916 for grading and oiling on the East Unit, Camp Creek-Paulina Section of the Paulina Highway in Crook County was completed by the contractor, E. A. Kruse, on Oct. 22, 1957, and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of $11,958.14 will be released to the contractor on or after Feb. 13, 1958. The total contract amount is $401,725.82, of which amount $2,648.44 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Schnecr Insurance Agency
613 Cascade Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
DEC 31 1957
FOR FILING

Dec. 30, 1957

CERTIFIED MAIL

American Automobile Insurance Co.
Box 1531
Portland, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. A. Kruse in connection with Contract No. 4916 for grading and oiling on the East Unit, Camp Creek-Paulina Section of the Paulina Highway in Crook County. This payment, in the amount of $5,688.42, will be released to the contractor on or after Jan. 9, 1958. The retained percentage is $12,054.71.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Schmeer Insurance Agency
613 Cascade Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
DEC 13 1957
FOR FILING

RE EN

file

FORM E30—50M—2-57—1476

54 (71

4916

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1957

SUBJECT: East Unit, Camp Creek-Paulina
Paulina Secondary Highway
Contract No. 4916

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

L

I am submitting herewith Extra Work Order No. 6/7 covering work necessary to construct additional embankment under the end span of the new bridge across Beaver Creek. The contractor, in the belief that the embankments as constructed were suitable, moved his equipment off the job. It was later found that additional embankment was needed under the bridge. Inasmuch as this would have involved borrow material at any time it is felt that the contractor should be paid for the placing of this material by extra work order. The cost of doing it by this method is approximately the same as it would have been had we borrowed material for the work during the course of the contract. He had to rent outside equipment to do the work and requests payment for this method.

It is therefore recommended that this extra work order be approved as submitted.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

RECEIVED
COOPER

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 29, 19 57

Section East Unit, Camp Creek - Paulina

Highway Paulina Secondary County Crook

Contractor E. A. Kruse

Date of contract April 5, 19 57

Date work started March 20, 19 57

Project authorization $451,311.19

Exclusive of engineering $419,217.95

Kind of work Grading and Oiling

Section prefix 107-D027

Contract number 4916

Specified work days 130

Work days used 125

Per cent of time elapsed 96.2 %

Estimated cost of completed project, exclusive of engineering $404,039.11

Estimated per cent overrun or underrun . . . . . Underrun . . . 3.62 %

Per cent of contract completed, based on total contract price . . . . . 100% %

Engineering authorization $32,093.24

Engineering cost to date $34,500.00, 107.5 %

Date project was completed October 22, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate completed and submitted to the division office on Tues.

** FINAL REPORT **

CONSTRUCTION DIVISION

RECEIVED

DEC 2 1957

NOTED-- E ☐ B ☐ N

CE ACE ACE COE

Noted

M. N. Juve

Signed Vincent L. Sarmir

Address P.O. Box 182, Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	8.30	8.30		8.30	
Miles partially completed	8.30	8.30		8.30	
Miles completed	8.30	8.30		8.30	
Total estimated quantities (contract)	272,000 CY	82,500 CY		620 Ton Asph. 4800 CY Aggr.	
Total quantities corrected to date	260,941.8 CY	75,182 CY		632.29 Ton Asph. 5156 CY Aggr.	
Estimated quantities moved or placed to date		Project Completed			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 25 1957
FOR FILING

Nov. 25, 1957

CERTIFIED MAIL

American Automobile Insurance Co.
Box 1531
Portland, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to E. A. Kruse a portion of the funds heretofore retained by the Commission on Contract No. 4916, for grading and oiling on the East Unit, Camp Creek-Paulina Section of the Paulina Highway in Crook County.

This payment, in the amount of $35,926.83, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $11,878.74. The present payment will be released on or after Dec. 5, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Schnoor Insurance Agency
613 Cascade Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
OCT 23 1957
FOR FILING

October 25, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 22, 1957, on Contract No. 4926, East Unit, Camp Creek-Paulina Section, in Crook County, in connection with Federal Aid Project No. S-154(4).

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC: Clarence G. Samson

DBP:lmr

RECEIVED
JUL 10 1957
FOR FILING

2 15" (11)
4916

July 10, 1957

Mr. E. A. Kruse
Post
Oregon

Dear Mr. Kruse:

A few days ago you contacted our Mr. Query concerning the wish of Post residents to dedicate the South Fork of Crooked River Bridge to Mr. Severence. We have no objection to this but do feel that since it is primarily a local matter, the dedication should be organized and conducted by the local people. I would suggest that any dedication be deferred until the project is complete and open for traffic.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. H. B. Glaisyer

GSP:gm fn

REFERRED TO
BY SECRETARY

7-5-57

Mr. Daiger,

Mr. Thornton with E.A. Kruse who has the contract on the Camp Creek - Paulina Sec. of the Paulina Jerdy Hwy phoned this A.M.

It seems that residents in and near Paulina wish to dedicate the new bridge over the S. fork of Crooked River, about 4 miles west of Paulina in honor of Harry F. "Shorty" Severence, an old time resident.

The local people have appealed to Thornton to make the necessary contacts so plans for the dedication can be made.

If a written reply is made it should be addressed to Post, Ore.

NOTED
C. S. PAXSON

F. Query

RECEIVED
[illegible] 1957
FOR FILING

FORM EAO [illegible] 2-57 1470

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
June 14, 1957

4916

SUBJECT: East Unit, Camp Creek-Paulina Section, Contract No. 4916.

To:
Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

I have this date inspected the Camp Creek-Paulina Section of the Crooked River Highway with emphasis on safety to the travelling public and corrected complaints made by the Paulina Farm Bureau Center, with a lecture to the contractor, more signs, flagmen and an extra blade, primarily to be used on maintenance.

Evalyn Bryant, Secretary, was contacted and I explained the steps taken; also asked her to direct any further complaints to Resident Engineer Scrivner, who is on the job almost daily. Mrs. Bryant was pleased with the action taken and said she would also inform the Paulina Farm Bureau at their next meeting.

DEAN SWIFT
Division Engineer

DS:me

CONSTRUCTION DIVISION
RECEIVED
[illegible] - 1957
NOTED-- CE ACE ACE ODE

To W.C.W.

NOTED
FORREST COOPER

State Oregon
County Crook
Project No. S-154(3)

RECEIVED
MAY 22 1957
FOR FILING

S-154(3)

4916

AGREEMENT FOR SECONDARY ROAD
1954 SECONDARY ROAD PLAN

[illegible] made this 21st day of May, 19 57, by and between
Commission, constituting for the purpose hereof
of Oregon, hereinafter called the Highway
Public Roads, Bureau of Public Roads, Department of Commerce, here-
suant to the provisions of the Act of Congress approved July 11,
supplemented.

rtment of said State has submitted a program, which was approved on
, 19 57, for the project hereinafter described; and

rtment has furnished a contract estimate or force account estimate

unds have been made available for the project in accordance with
ct of July 11, 1916, as amended and supplemented.

ideration of the premises and of the several promises to be faith-
fter set forth, the Highway Department and the Commissioner do here-

by mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 9.393 miles of right-of-way acquisition
(Character of work)

between a junction with FAS 402 in Sec. 13, T. 16 S., R. 17 E., W.M. and Paulina.
(Control points)
(Number)

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of eight thousand, eight hundred and 00/100 dollars ($ 8,800.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is fourteen thousand, three hundred and 00/100 dollars ($ 14,300.00).

Comm—DC—32551

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Crook
Project No. S-154(3)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 21st day of May, 19 57, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 7th day of February, 19 57, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 9.393 miles of right-of-way acquisition
(Character of work)

between a junction with FAS 402 in Sec. 13, T. 16 S., R. 17 E., W.M. and Paulina.
(Control points)

(Number)

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of eight thousand, eight hundred and 00/100 dollars ($ 8,800.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is fourteen thousand, three hundred and 00/100 dollars ($ 14,300.00).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

In the event that actual construction of the road on this right-of-way is not undertaken by June 30, 1962, the State Highway Department shall repay to the Commissioner the sum or sums of Federal funds paid to the Highway Department under this agreement.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Raymond
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By Robert F Robertson
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By C H Holk
District Engineer, Bureau of Public Roads

—33205

May 14, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the E. Unit, Camp Creek-Paulina Section, Project No. S-154(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WWCris

April 2, 1957

Mr. C. G. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding under separate cover four copies of estimate for project agreement and three sets of reduced plans plus one extra title sheet for the East Unit, Camp Creek-Paulina Section, Project No. S-154(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MMC:ia

Oregon State Highway Department

Federal Aid Secondary
Project No. S-154(3)

EAST UNIT, CAMP CREEK-PAULINA SECTION

OF THE PAULINA HIGHWAY IN CROOK COUNTY

(Estimate as a basis for project agreement. Based on estimated costs of lands, damages, etc.)

Salem, Oregon, April 2, 1957

Zone Code R.O.W.
Width of Way (Sta. 103+90 to Sta. 599+93)

All Required	Rights of Way, Etc.	$13,682.62
	Subtotal	$13,682.62
	Acquisition Expense	617.38
		$14,300.00

Length of Project 9.393 Miles

Federal Funds	$ 8,800.00
State Funds	5,500.00
	$14,300.00

State Funds for Const.: Chap.175, Laws 1917; Chap. 31, Laws 1920; Chap.529, Laws 1939.

State Funds for Maint.: Chap.529, Laws 1939.

EAST UNIT, CAMP CREEK-PAULINA SECTION

Project No. S-154(3)

(Estimated cost of Rights of Way areas to be acquired and other Rights of Way expenses)

Highway Dept. Right of Way File No.	Area in Acres	Cost
26037	3.81	$ 1,202.40
26038	33.05	8,140.00
26039	22.15	1,580.22
26040	4.50	120.00
26041	0.56	60.00
26042	0.06	2,100.00
26043	0.17	90.00
26044	0.01	30.00
26045	0.48	120.00
26046	0.25	60.00
26047	0.12	60.00
26048	0.11	60.00
26049	0.23	60.00
		$13,682.62
	Acquisition Expense	617.38
	Total	$14,300.00

RECEIVED
MAY 13 1957
FOR FILING

S-154(4)

4916

May 8, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by the Highway Commission for the Camp Creek-Paulina Section, Project No. S-154(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WWC:bb

April 12, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as basis for project agreement for the Camp Creek-Paulina Section, Project No. S-154(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WWC:ia

Oregon State Highway Department

Federal Aid Secondary
Project No. S-154(4)

CAMP CREEK-PAULINA SECTION OF THE

PAULINA HIGHWAY IN CROOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1957

Type Code P.E.

All Required	Preliminary Engineering			$ 24,000.00

Type Code 5231
Roadway (Sta. 164+00 to Sta. 589+93)(Contract No. 4916)

All Required	Clearing and Grubbing			$ 9,000.00
1,700 cu. yds.	Drainage Excavation, Unclassified		3.00	5,100.00
272,000 cu. yds.	General Excavation, Unclassified		0.42	114,240.00
574,700 yd. sta.	Short Overhaul		0.015	8,620.50
3,300 C-yd.sta.	Long Overhaul		0.50	1,650.00
8.02 miles	Finishing Roadbed and Slopes		1,000.00	8,020.00
25,000 lin. ft.	Rounding Cutbanks		0.20	5,000.00
180 lin. ft.	12-inch Corrugated Metal Pipe		3.75	675.00
1,060 lin. ft.	18-inch Corrugated Metal Pipe		5.00	5,300.00
380 lin. ft.	24-inch Corrugated Metal Pipe		7.25	2,755.00
160 lin. ft.	36-inch Corrugated Metal Pipe		14.00	2,240.00
58 lin. ft.	18-inch Arch Type Corrugated Metal Pipe		6.75	391.50
210 lin. ft.	22-inch Arch Type Corrugated Metal Pipe		7.50	1,575.00
320 lin. ft.	18-inch Corrugated Metal Siphon Pipe		9.00	2,880.00
18 cu. yds.	Concrete End Basins		75.00	1,350.00
510 lin. ft.	Salvaging Culvert Pipe		2.50	1,275.00
70 cu. yds.	Class "A" Concrete		75.00	5,250.00
12,000 lbs.	Metal Reinforcement		0.15	1,800.00
72,500 cu. yds.	1½" - 0 Rock in Base		1.98	143,550.00
9,000 cu. yds.	3/4" - 0 Rock in Base		2.25	20,250.00
3,100 M-gals.	Sprinkling		2.50	7,750.00
8.02 mile	Preparation of Base		175.00	1,403.50
1,000 cu. yds.	3/4" - 0 Rock in Binder Course		3.25	3,250.00
4,800 cu. yds.	Furnishing and Placing Aggregates		3.35	16,080.00
160 tons	RC-3 Asphalt in Binder Course		48.00	7,680.00
350 tons	120-150 Asphalt		46.00	16,100.00
110 tons	RS-1 Asphalt		48.00	5,280.00
				$398,465.50
All Required	Flagging (57½% of Contractor's Cost)			1,000.00
		Subtotal		$399,465.50
		10% Engr. & Cont.		39,946.55
		Total		$439,412.05

Type Code X021
Beaver Creek Bridge (Sta. 402+45 to Sta. 403+55.5)

290 cu. yds.	Structural Excavation	$9.00	$ 2,250.00
235 cu. yds.	Class "A" Concrete	83.00	19,505.00
49,300 lbs.	Metal Reinforcement	0.155	7,641.50
50 lin. ft.	8-inch Metal Drain Pipe	5.00	250.00
All Required	Remove Old Bridge		600.00
			$ 30,246.50

Type Code X021
S. Fork Crooked River Bridge (Sta. 322+05 to Sta. 323+05)

200 cu. yds.	Structural Excavation	$11.00	$ 2,200.00
204 cu. yds.	Class "A" Concrete	83.00	16,932.00
45,000 lbs.	Metal Reinforcement	0.155	6,975.00
25 lin. ft.	8-inch Metal Drain Pipe	5.00	125.00
All Required	Remove Old Bridge		2,000.00
			$ 28,232.00

Subtotal	$ 58,478.50
10% Engr. & Cont.	5,847.85
Total	$ 64,326.35

Length of Roadway 8.027 Miles
Length of 2 Structures 0.040 Mile
Total Length 8.067 Miles
Cost of Roadway Per Mile $54,741.75

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 24,000.00	$ 14,000.00	$ 10,000.00
Roadway	439,412.05	272,000.00	167,412.05
Structures	64,326.35	39,000.00	25,326.35
	$527,738.40	$325,000.00	$202,738.40

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Crook
Project No. S-154(4)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 10th day of May, 19 57, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 7th day of February, 19 57, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 8.067 miles of grading, draining, 2-lane intermediate type (Character of work) surfacing, and bridge construction, between a junction with FAS 402 in Sec. 13, T. 16 S., R. 17 E., W.M., and junction at Paulina, (Control points) consisting of 8.027 miles of roadway and two (Number) bridges totaling 0.040 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of three hundred twenty five thousand, and 00/100 dollars ($ 325,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is five hundred twenty seven thousand, seven hundred thirty eight and 40/100 dollars ($ 527,738.40).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas. H. Purvis
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By Robert W. Newman
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By O. H. Holk
~~Division~~ Engineer, Bureau of Public Roads
District

—33205

RECEIVED
APR 21 1957
FOR FILING

4916

April 23, 1957

Mr. E. A. Kruse
Yoncalla
Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4916, which was awarded to you April 5, 1957 by the State Highway Commission, for grading and oiling on the East Unit, Camp Creek-Paulina Section of the Paulina Highway in Crook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

[redacted]
enc.

RECEIVED
APR 19 1957
FOR FILING

April 16, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 205 covering adjusting power facilities and poles on the East Unit, Camp Creek-Paulina Section of the Paulina Highway in Crook County, Contract No. 4916, in connection with Federal Aid Project No. S-154(4).

It is necessary to move a power regulator and six poles, now on private property, for new construction. The work is to be done by the Central Electric Cooperative of Redmond. Attached are copies of a letter of agreement stating the state's obligation to move the facilities, estimates of the Cooperative and sketches showing present and proposed locations of facility and poles.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
APR 11 1957
FOR FILING

April 9, 1957

4916

Mr. S. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 20, 1957, on Contract No. 4916, East Unit, Camp Creek-Paulina Section, in Crook County, in connection with Federal Aid Project No. S-154(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HBProv

RECEIVED
APR 11 1957
FOR FILING

April 5, 1957

E. A. Kruse
P. O. Box 396
Yoncalla, Oregon

Dear Mr. Kruse:

The State Highway Commission on February 28, 1957, accepted your proposal for grading and oiling on the East Unit, Camp Creek-Paulina Section of the Paulina Highway in Crook County for the sum of $398,465.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4916.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

NOTED
J. Mc C.

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: R. G. Savage (SIAC)
Tom Edwards
S. H. Probert

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

ATTENTION: Dorothy McCormack

Modern Highways
c/o Scranton Publishing Company, Inc.
185 N. Wabash Avenue
Chicago 1, Illinois

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 5, 1957
11:23 a. m.

E. A. Kruse
P. O. Box 396
Yoncalla, Oregon

Contract for grading and oiling on East Unit, Camp Creek-Paulina Section of Paulina Highway, Crook County, for which you submitted low bid on February 28, 1957, awarded you today. Contract forms fellow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

SEWER

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

5-154(4)
4916

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 8, 1957

Central Electric Co-op Inc.
P. O. Drawer 501
Redmond, Oregon

File No. 26042
Camp Creek-Paulina Section
Paulina Secondary Highway
Central Electric Co-op Inc.

Gentlemen:

This is to advise that the State of Oregon, by and through its State Highway Commission, has accepted your option dated February 21, 1957, covering property described as 0.26 of an acre, lying in the Northwest quarter of the Northeast quarter of Section 4, Township 17 South, Range 23 East, W. M., in Crook County, Oregon.

To convey the property in question to the State, we have prepared and enclose in duplicate a warranty deed form. This form should be signed by the President and Secretary of the corporation and its corporate seal affixed thereto, before a notary public. The duplicate copy may be retained by the corporation for its records.

In addition to the sum of $75.00 agreed to be paid for land to be conveyed to the State, it appears that some of your facilities must be adjusted in order to accommodate the highway construction. This adjustment involves the moving of a regulator bank now located at Highway Engineer's Station 566+85 and one pole on each side of the regulator bank. The regulator bank is on property owned by you by deed recorded in Book 76, at Page 403. One pole is located at Highway Engineer's Station 563+80 by virtue of easement recorded in Book 66, at Page 395, and one pole is located on the northerly side of the relocated highway at Highway Engineer's Station 274+30 by virtue of easement recorded in Book 66, at Page 393, all in the Crook County Deed Records. There also will be involved the matter of the relocation of certain circuit breakers. The estimated cost of the work as given by you is $1,690.00.

It is understood that final reimbursement to you will cover only the proper and reasonable cost of the rearrangement of your facilities, exclusive of any improvements in the value of your facilities not made necessary by the rearrangement thereof and with credit for proper salvage value derived from your existing facilities.

In order that the Highway Commission may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Road Administration under date of May 1, 1946, it is requested that you write us your acknowledgment of your acceptance of this communication advising you that the Highway Commission has elected to accept and close the option. Your final billing for the work should be segregated as to labor, equipment rentals, materials and estimated salvage.

NOTED

Further details may be secured from Mr. E. L. Scrivner, Resident Highway Engineer on the project, with headquarters in Prineville.

When all required documents have been received and acknowledged, your claim will be placed in line for payment. If the title policy shows the property to be free and clear of all liens and encumbrances, payment can be made within three or four weeks thereafter.

Very truly yours,

ROBERT L. MAY, JR.
Acting Chief Counsel

By

EARL F. SALING
Right of Way Office Manager

EFS:jm
Encl: Warr. Deed in Dup.

cc: Tom Edwards-Attn: L. H. Young-
2 copies of Option

cc: Forrest Cooper
Dean Swift
E. L. Scrivner
S. H. Probert
J. W. DeSouza

RECEIVED
MAR 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 11 1957
FOR FILING
S. 154(4)
4916

Salem, Oregon
February 11, 1957

BPR approval of right of way purchase

R. L. Porter
Right of Way Engineer
Office

Purchase of rights of way for the section of the Paulina Secondary Highway extending from a point 8 miles west of Paulina to Paulina (Camp Creek-Paulina Section) was approved by the Bureau of Public Roads on February 7, 1957.

The right of way prefix for this section is 107-2501.

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
JAN 18 1957
FOR FILING

S-1545(4)

4916

January 18 1957

Mr. S. H. Probert
Office Engineer
BUILDING

Dear Mr. Probert:

I am enclosing for your records a copy of Survey Resolution No. 147, adopted by the Oregon State Highway Commission on December 17, 1956, autorizing that a survey be made of the Camp Creek-Paulina Unit of the Post-Paulina Section of the Paulina Secondary Highway beginning at Highway Engineer's Station 0+00 and extending easterly to Highway Engineer's Station 592+38 in Crook County.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
Enclosure

cc: Mr. H. B. Simpson

RECEIVED
JAN 18 1957
FOR FILING

January 18, 1957

Mr. G. E. Rohde
Chief Office Section
Legal Department
BUILDING

Dear Mr. Rohde:

I am enclosing for your records a copy of Survey Resolution No. 147, adopted by the Oregon State Highway Commission on December 17, 1956, authorizing that a survey be made of the Camp Creek-Paulina Unit of the Post-Paulina Section of the Paulina Secondary Highway beginning at Highway Engineer's Station 0+00 and extending easterly to Highway Engineer's Station 592+38 in Crook County.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
Enclosure

RECEIVED
JAN 1 - 1957
FOR FILING

FORM 520—SOH—11-56—80224

Court
NW
Paulina Dr.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1956

4 - 1 - 10
12

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

L

Herewith seven copies of a sketch map for use in securing Commission approval of the Camp Creek-Paulina Unit of the Post-Paulina Section of the Paulina Highway. This is a 1957-58 FAS Project scheduled for letting in March, with an allocation of $600,000.

Mr. Edwards has checked and approved these sketches.

Tom Edwards
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

NOTED
FORREST COOPER

RECEIVED
DEC 11 1956
FOR FILING
S-154(4)
4916

December 10, 1956

Oregon State Highway Commission

Gentlemen:

The location survey on the Quap Creek-Paulina Section of the Paulina Highway has been completed. I am attaching a copy of the survey approval map for your information.

Funds have been allocated for this project, and it is proposed to award a contract in the spring of 1957 for the grading and surfacing of a portion, or possibly all, of this unit.

Your approval of the survey and authority to acquire necessary right of way are requested.

Very truly yours,

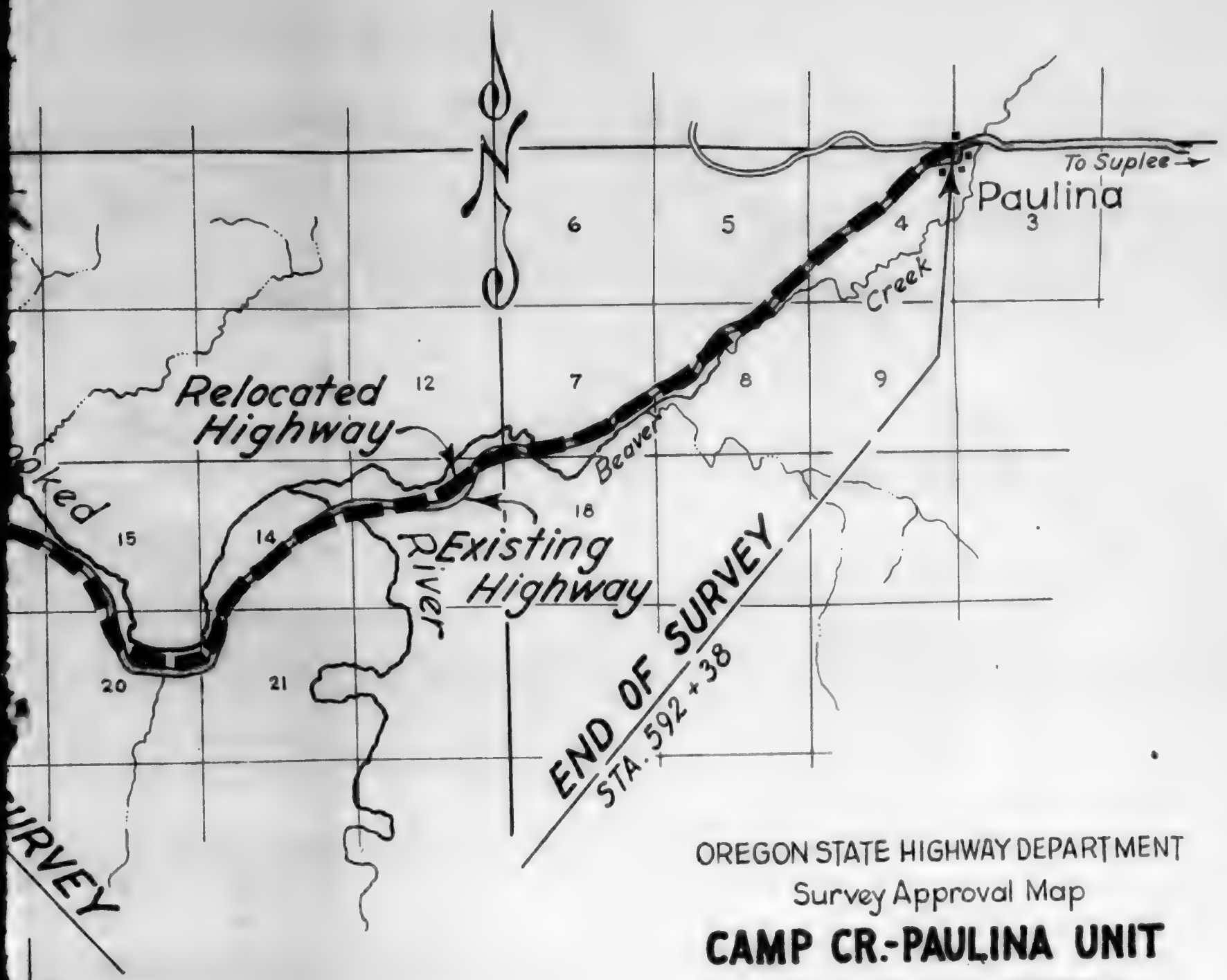
H. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards
Mr. R. L. Porter

FC:me fn

IR-5-959



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

CAMP CR.-PAULINA UNIT
POST-PAULINA SECTION

PAULINA HIGHWAY

CROOK COUNTY

Scale: 1" = 1 Mile Dec., 1956

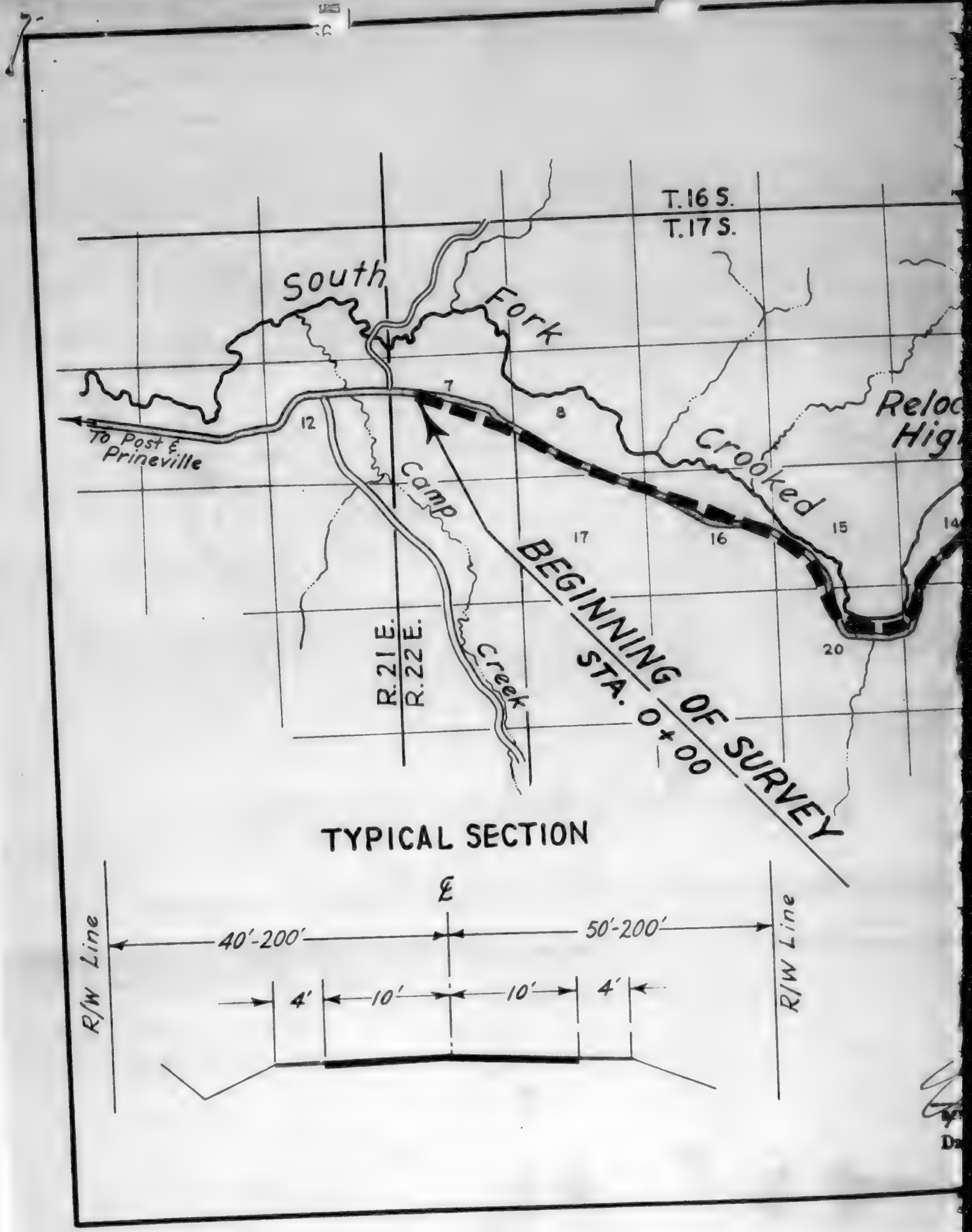
DRG. NO. IR-5-959

For details see Drg. No. 8B-4-2 & 8B-4-3, Dec. 1956

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 12/10/56


T.16 S.
T.17 S.
South
Fork
Crooked
Camp
creek
To Post &
Prineville
BEGINNING OF SURVEY
STA. 0+00
R.21 E.
R.22 E.
7
8
12
16
17
15
20
TYPICAL SECTION
℄
R/W Line
40'-200'
50'-200'
4'
10'
10'
4'
R/W Line

FORM E-123 50M REVISED 6-53

RECEIVED
NOV 21 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

S-154 (4)

4916

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 2, 1956

[illegible] County Court
[illegible]
[illegible], Oregon

Gentlemen:

The Oregon State Highway Commission is planning to [illegible] in the near future on the reconstruction of the [illegible] Highway. This will be a [illegible] project.

The highway will be relocated on [illegible] in the Siletz [illegible]. The relocated highway is shown in the attached [illegible].

This notice is given in accordance with Section 114(a), Federal-aid Highway Act of 1956, which requires the opportunity for a hearing to be given as to [illegible] any State Highway Department which submits plans for a federal-aid highway project involving the location of, or [illegible] through any city, town, or village, either incorporated or unincorporated, shall certify to the Commissioner of Public Roads that it has afforded such hearing, or has afforded the opportunity for such hearing, and has [illegible] without the successful efforts of such a [illegible]---

Since [illegible] is no [illegible] action to hereby given to the [illegible] County Court.

It would be appreciated if a notice could be posted in a public place so that the citizens may have the opportunity to express to you their desire for a hearing should such desire exist.

A reply as to whether a hearing should be held would be appreciated by January 1, 1957, in order that the project may proceed without delay.

Very truly yours,

H. B. Glaisyer, Secretary
[illegible] Attorney [illegible]

HBG:cm
Att.

cc: Commissioners - 3
Forrest Cooper
B.P.R.
Legal Division
C. G. Swanson

NOTED
FORREST COOPER

RECEIVED
NOV 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

PAULINA
CROOK COUNTY
Scale 1"=400'

N.

T. 16 S., R. 22 E.
T. 17 S., R. 22 E.

To John Day →

Main St.

1st St.
2nd St.
3rd St.
4th St.

PAULINA HWY.

Proposed Relocation
" Abandonment

S-11(7) East Unit, Black Br.-Richland 1957
Sec. of Baker-Homestead Hwy.
#4917 (Grading and Oiling)

PRODUCT OF EST. 1868 amfile® BANKAKEE ILL. SMBERG FILE & INDEX CO

No. RK761TN34

RECEIVED
JUN 30 1958
FOR FILING

FINAL COST ANALYSIS

June 23, 1958

E. Unit, Black Bridge-Richland Section
Contract No. 4917

Baker-Homestead Highway
Prefix No. 1-1030

Grading and Oiling
Quinn Bros. & Robbins, Inc.
R. R. Cameron, Resident Engineer

RECEIVED
W. C. WILLIAMS

Item 4917	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. Clearing and Grubbing	100%	All	$10,000	$6,109.36	$ 6,109.36	$ 10,000.00
2. Drainage Exc., Unclass.	6,216.4	Cu. Yds.	3.00	2.17	13,548.69	18,649.20
3. Special Borrow Exc., Uncl.	21,220	Cu. Yds.	.50	.68	14,597.57	10,610.00
4. Gen. Exca., Unclass.	259,636.8	Cu. Yds.	.29	.40	103,589.16	75,294.67
5. Short Overhaul	505,045	Yd. Sta.	.02	.027	13,897.11	10,100.90
6. Long Overhaul	6,206.9	C-yd. Sta.	.50	.68	4,331.74	3,148.45
7. Finish R/B & Slopes	5.50	Miles	800.00	1,100.66	6,053.65	4,400.00
8. Rounding Cutbanks	13,586	Lin. Ft.	.20	.275	3,738.41	2,717.20
9. 12" Corr. Metal Pipe	824	Lin. Ft.	4.30	3.67	3,029.61	3,543.20
11. 18" Corr. Metal Pipe	1,760	Lin. Ft.	5.50	5.13	9,033.79	9,680.00
13. 24" Corr. Metal Pipe	494	Lin. Ft.	8.00	8.07	3,991.17	3,952.00
14. 36" Corr. Metal Pipe	434	Lin. Ft.	14.00	15.80	6,858.24	6,076.00
15. 84" Corr. Metal Pipe	388	Lin. Ft.	65.00	62.89	24,402.94	25,220.00
16. 18" Concrete Pipe	1,242	Lin. Ft.	6.00	4.17	5,182.66	7,452.00
17. 36" Concrete Pipe	192	Lin. Ft.	15.00	11.14	2,140.68	2,880.00
18. 48" Concrete Pipe	128	Lin. Ft.	24.00	19.00	2,432.69	3,072.00
19. 58" Arch Type CMP	56	Lin. Ft.	56.00	28.96	1,621.88	3,136.00
20. 72" Arch Type CMP	132	Lin. Ft.	40.00	39.93	5,270.87	5,280.00
21. 18" Corr. Metal Siphon Pipe	290	Lin. Ft.	10.00	8.50	2,465.30	2,900.00
22. 30" Corr. Metal Siphon Pipe	62	Lin. Ft.	16.00	14.63	907.53	992.00
24. Salvage Culvert Pipe	358	Lin. Ft.	4.00	1.32	472.01	1,432.00
25. Concrete End Basins	31.82	Cu. Yds.	100.00	190.53	6,062.68	3,182.00
26. Class "A" Conc. in Box Culvert	20.665	Cu. Yds.	100.00	190.53	3,937.23	2,066.50
27. Metal Reinforcement in Box Culvert	3,622	Lbs.	.17	.154	556.91	615.74

Contract

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
28. Coarse Crushed Mat'l in Base	41,979	Cu. Yds.	$ 1.57	$ 2.22	$ 93,465.57	$ 65,907.03
29. 3/4"-0 Material in Base	6,064	Cu. Yds.	2.07	2.22	13,501.40	12,552.48
30. Sprinkling	5,456.6	M-gal.	2.00	1.31	7,165.73	10,913.20
31.* Preparation of Base	5.50	Miles	250.00	182.82	1,005.52	1,375.00
32.* 3/4"-0 Mat'l in Binder Course	740	Cu. Yds.	3.00	2.50	1,853.45	2,220.00
33.* Furn. & Place Aggregates	3,608	Cu. Yds.	3.50	2.50	9,036.87	12,628.00
34.* MC-2 Asphalt in Binder Course	98.54	Tons	60.00	46.75	4,607.36	5,912.40
35.* 120-150 Asphalt	243.54	Tons	55.00	44.44	10,824.32	13,394.70
36.* RS-1 Asphalt	68.02	Tons	60.00	46.74	3,179.33	4,081.20
37.** Metal Sight Posts	200	Each	3.00	2.90	580.00	600.00
38.** Metal Guard Rail, New Design	8,820	Lin. Ft.	3.25	2.60	22,932.00	28,665.00
39. Structural Excavation	111.1	Cu. Yds.	5.00	3.19	354.46	555.50
40. Class "A" Concrete	49.11	Cu. Yds.	110.00	205.74	10,104.19	5,402.10
41. Metal Reinforcement	7,422	Lbs.	.17	.153	1,141.59	1,261.74
42. Structural Steel	30,880	Lbs.	.35	.274	8,473.25	10,808.00
43. Treated Timber in Place	1.285	M-FBM	300.00	352.23	452.62	385.50
44. 30" Metal Flume	260	Lin. Ft.	15.00	8.51	2,213.77	3,900.00
45. 72" Metal Flume	146	Lin. Ft.	30.00	16.26	2,374.29	4,380.00
PA #1 Remove and Reinstall Iron Pipe	100%	All	10.00	6.38	6.38	10.00
PA #2 4" Conc. Sewer Pipe in Place	224	Lin. Ft.	.94	.64	143.77	210.56
PA #2 1" Galv. Iron Pipe	137.5	Lin. Ft.	1.22	.51	69.44	167.75
PA #2 3/4" Galv. Iron Pipe	120	Lin. Ft.	1.18	.36	43.41	141.60
PA #3 Class "A" Conc. in Misc. Struct.	20.01	Cu. Yds.	110.00	205.70	4,116.73	2,201.10
PA #4 Slope 84" Corr. Metal Pipe Ends	10	Each	15.00	8.64	86.46	150.00
PA #5 24" Concrete Pipe	21	Lin. Ft.	9.00	7.81	164.08	189.00
PA #6 6" Perf. Metal Drain Pipe, Uncoated	410	Lin. Ft.	3.50	1.47	604.10	1,435.00
PA #6 Spec. Backfill in Drain	72.58	Cu. Yds.	8.00	1.99	144.94	580.64
PA #6 Cement Adj., Favor of Cont'r.	13.2	Bbl.	4.10			54.12

Contract No. 4917

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #9 Mineral Aggregates	484.31	Cu. Yds.	$1.90	$1.99	$ 967.14	$ 920.19
PA #9 18" Corr. Metal Pipe	22	Lin. Ft.	2.93	3.01	66.39	64.46
PA #9 18" Concrete Pipe	33	Lin. Ft.	2.47	2.54	83.96	81.51
Force Account					227.35	287.00
*Force Account (State participation in flagging)					5,484.95	5,484.95
					$449,705.68	$413,319.59

	Gross Revenue	Total Cost	Net Profit	Net Loss	% Profit	% Loss
Quinn Bros. & Robbins, Inc.	$383,316.14	$424,018.20		$40,602.06		10.65
*Russell Olson Construction	30,003.45	25,687.48	$4,315.97		14.38	
	$413,319.59	$449,705.68		$36,386.09		8.80

**McWaters Construction Co.

Detail of Cost

Labor:

Labor and Supervision	$148,108.08	
Labor Insurance	6,183.35	
Health and Welfare	3,746.35	
		$158,038.08

Equipment Rental and Misc. Supplies:

Equipment Rental, Owned	$124,231.31	
" " , Hired	16,935.00	
Gas, Oil and Grease	20,879.08	
Move In and Set Up	13,250.38	
Bond	2,166.60	
Form Lumber	1,676.91	
Home Office & General Overhead	10,805.00	
		189,944.10

Materials:

30" Metal Flume	260	Lin. Ft.	at $ 3.56	$ 1,246.00	
72" " "	146	"	" 9.15	1,335.90	
12" Corr. Metal Pipe	824	"	" 2.10	1,730.40	
12" " " Bands	30	Each	" 2.10	63.00	
18" " " Pipe	1,782	Lin. Ft.	" 2.93	5,221.26	
18" " " Bands	65	Each	" 2.93	190.45	
24" " " Pipe	494	Lin. Ft.	" 4.57	2,257.58	
24" " " Bands	23	Each	" 4.57	105.11	
36" " " Pipe	434	Lin. Ft.	" 8.94	3,879.96	
36" " " Bands	20	Each	" 8.94	178.80	
84" " " Pipe	388	Lin. Ft.	" 33.76	13,098.88	
84" " " Bands	20	Each	" 67.52	1,350.40	
18" Concrete Pipe	1,275	Lin. Ft.	" 2.47	3,148.71	
36" " "	192	"	" 6.60	1,267.20	
48" " "	128	"	" 11.25	1,440.00	
58" Arch Type C.M.P.	56	"	" 16.32	913.92	
58" " " " Bands	2	Each	" 22.64	45.28	
72" " " "	132	Lin. Ft.	" 21.37	2,820.84	
72" " " " Bands	7	Each	" 42.74	299.18	
18" Corr. Metal Siphon Pipe	290	Lin. Ft.	" 4.65	1,348.50	
18" " " " Bands	9	Each	" 12.35	111.15	
30" " " " Pipe	62	Lin. Ft.	" 8.16	505.92	
30" " " " Bands	2	Each	" 15.69	31.38	
Class "A" Concrete	121.605	Cu. Yd.	" 22.00	2,675.31	
Metal Reinforc. Steel	110.44	Cwt.	" 10.25	1,132.01	
Structural Steel	308.80	"	" 17.00	5,249.60	
Treated Timber	1.285	M/FBM	" 150.00	192.75	
6" Perf. Metal Drain Pipe	410	Lin. Ft.	" 0.82	336.20	
6" " " Bands	21	Each	" 1.02	21.42	
24" Concrete Pipe	21	Lin. Ft.	" 4.63	97.23	
4" Concrete Sewer Pipe	224	"	" 0.38	85.12	
1" Galv. Iron Pipe	137.5	"	" 0.30	41.25	
3/4" Galv. Iron Pipe	120	"	" 0.215	25.80	
Sheet Iron	514	Lb.	" 0.17	76.96	
					52,524.01

McWaters Construction Co. - Labor & Materials:

Guard Rail	8,820 Lin. Ft.	at $2.60	$ 580.00	
Sight Posts	200 Each	" 2.90	23,512.00	
				$ 23,512.00

Total Cost..... $424,018.20

Quinn Bros. & Robbins, Inc.
Crushing Breakdown

	Quantity	Unit	Cost	Unit Cost
Move In & Set Up	52,947.89	Cu. Yd.	$ 3,359.81	$0.063
Feed	"	" "	26,744.48	0.505
Crushing	"	" "	31,866.78	0.602
Total Crushing Cost			$61,971.07	$1.17
Hauling Cost	48,599.89	Cu. Yd.	40,169.84	0.827
Placing Cost	48,043	" "	11,027.11	0.229
Total Cost Per Yard Crush, Haul and Place				$2.226

The crushing plant operated 506 hours for an average production of 96.5 cubic yards per working hour.

Russell Olson Construction Co.
Oiling Contractor

Detail of Cost
Contract #4917

Labor:				
Labor and Supervision			$3,410.48	
Labor Insurance and Health & Welfare			207.72	
				$ 3,618.20
Equipment Rental & Misc. Supplies:				
Equipment Rental, Owned			$1,043.04	
" " , Hired			2,107.89	
Gas, Oil and Grease			365.24	
Small Tools and Misc. Supplies			92.37	
Bond			180.02	
Home Office & General Overhead			1,241.75	
				5,030.31
Materials:				
MC-2 Asphalt	98.54	Ton at $29.25	$2,882.30	
120-150 Asphalt	243.54	" " 27.00	6,580.87	
RS-1 Asphalt	68.02	" " 32.63	2,219.58	
Freight on Asphalt			5,356.22	
				17,038.97
T o t a l C o s t				$25,687.48

Remarks:

This was a "Federal Aid Secondary Project" consisting of the construction of 5.50 miles of roadbed, involving 280,856 cubic yards of excavation; the construction of various concrete structures, involving 121.6 cubic yards of Class "A" concrete; the construction of 5.50 miles of crushed stone base and shoulders, involving 48,783 cubic yards of crushed gravel materials; and the construction of 5.50 miles of Type O-11 oil mat wearing surface with binder course on the E. Unit, Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County.

This project was bid March 1st, 1957, awarded April 5th and completed September 28th, 1957.

The contractor began work on this project Wednesday, March 20th, 1957, starting excavation in the cut at Station 1925. Cemented gravel was encountered almost immediately. A week of ripping was done but very little excavation was accomplished. The cemented gravel had to be shot in order to get through the eight-foot layer. The material came out too large to be used for selected subgrade material. The balance of material in the cut was of hard clay, and it also had to be ripped. The contractor hadn't anticipated working in this type of material and bid too low. Nearly a month of work was done in this cut alone, and then it was excavated to just the irrigation ditch level at this time.

The contractor began two eight-hour shifts on April 8th and two nine-hour shifts on April 15th.

April 17th the special borrow pit was opened and some material hauled onto the grade. Also, the area for crushed materials was stripped of about three feet of overburden.

During the month of May the contractor encountered difficulty with wet excavation material caused by irrigation on the nearby farms. Several drainage areas had to be made before the contractor could continue excavation of cut areas.

Flumes and siphons were constructed as progress in excavation was made. Crews on flume construction consisted of 3-4 carpenters and 2 laborers.

The crushing plant and equipment was moved onto the project and set up during the week of June 7th. Crushing and stockpiling of oil aggregates began June 21st. Change-over to base rock was made July 11th and change to 3/4"-0 was made August 22nd.

The contractor encountered a great deal of difficulty in producing crushed material from the material found in the gravel deposit 700 feet south of Station 2102. Ripping was required to loosen material so that it could be picked up and taken to the feed site stockpile. The material in this source was very hard and caused a great deal of wear and repair on the crushing equipment. Down time on the plant, due to the above reason, was estimated to be about 30% of operating time.

The oil mat was placed by the Russell Olson Construction Co. Conditions were ideal for oiling and this phase of the work went on rapidly.

Monthly transaction number	Form PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
5-18		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County
6		Baker
		Project number S-11(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 13, 1957, is hereby modified as follows:

Revised estimated total cost of project $ 492,205.00

Revised Federal funds $ 297,851.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 7th day of May, 1958.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

Chairman, State Highway Commission
(Title)

By _____

Member, State Highway Commission
(Title)

By _____

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
Division Engineer

USComm-DC 11170

May 2, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the East Unit, Blackbridge--Richland Section, Project No. S-11(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RWC:cp

F 4917

	For[illegible]R-2 (5-28-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
11-39		County Baker
Project Report No. 4	FEDERAL-AID PROJECT AGREEMENT	Project No. S-11(7)

RECEIVED
OCT 1957
FOR FILING

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

4917

Project termini

East Unit, Black Bridge to Richland (SH-12).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	8/29/56	5.5
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 439,574.30	$ 272,200.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds

Chairman, State Highway Commission
(title)

By

Member, State Highway Commission
(title)

By

Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Holk
Division Engineer

Date executed by
Division Engineer November 13, 1957

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OSComm-DC 11169

November 4, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the East Unit, Black Bridge-Richland Section, Project No. S-11(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

R.H.C:cr

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

to Flint, Black Eagle - Eastern Section
Baker - Sumpter Highway
Baker County

NATURE OF WORK:

Grade, Oil and Surface

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4917	Quinn Bros. & Robbins	4-5-57
5011	J. O. Young & Sons	8-8-57

DATE OF COMPLETION:

4917 - Completed: 9-28-57 Not yet accepted.
5011 - 100 Workdays from 8-22-57. Not yet completed

REMARKS:

September 26, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the E. Unit, Black Bridge-Richland Section, Project No. S-11(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:ia

Oregon State Highway Department

Federal Aid Secondary
Project No.S-11(7)

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION OF THE

BAKER-HOMESTEAD HIGHWAY IN BAKER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon September 25, 1957

Type Code 5231
Roadway (Sta. 1851+53 to Sta. 2145+89)(Contract No. 4917)

All Required	Clearing and Grubbing		$ 10,000.00
3,300 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	9,900.00
13,000 cu. yds.	Special Borrow Excavation, Unclassified	.50	6,500.00
267,000 cu. yds.	General Excavation, Unclassified	.29	77,430.00
477,600 yd. stas.	Short Overhaul	.02	9,552.00
2,900 C-yd. stas.	Long Overhaul	.50	1,450.00
5.50 miles	Finishing Roadbed and Slopes	800.00	4,400.00
15,000 lin. ft.	Rounding Cutbanks	.20	3,000.00
420 lin. ft.	12-inch Corrugated Metal Pipe	4.30	1,806.00
100 lin. ft.	15-inch Corrugated Metal Pipe	4.50	450.00
390 lin. ft.	18-inch Corrugated Metal Pipe	5.50	2,145.00
14 lin. ft.	21-inch Corrugated Metal Pipe	6.00	84.00
400 lin. ft.	24-inch Corrugated Metal Pipe	8.00	3,200.00
320 lin. ft.	36-inch Corrugated Metal Pipe	14.00	4,480.00
240 lin. ft.	84-inch Corrugated Metal Pipe	65.00	15,600.00
1,070 lin. ft.	18-inch Concrete Pipe	6.00	6,420.00
180 lin. ft.	36-inch Concrete Pipe	15.00	2,700.00
120 lin. ft.	48-inch Concrete Pipe	24.00	2,880.00
80 lin. ft.	58-inch Arch Type Corrugated Metal Pipe	56.00	4,480.00
140 lin. ft.	72-inch Arch Type Corrugated Metal Pipe	40.00	5,600.00
50 lin. ft.	18-inch Corrugated Metal Siphon Pipe	10.00	500.00
80 lin. ft.	30-inch Corrugated Metal Siphon Pipe	16.00	1,280.00
52 lin. ft.	24-inch Corrugated Metal Flume	7.00	364.00
660 lin. ft.	Salvaging Culvert Pipe	4.00	2,640.00
16 cu. yds.	Concrete End Basins	100.00	1,600.00
15 cu. yds.	Class "A" Concrete in Box Culverts	100.00	1,500.00
2,100 lbs.	Metal Reinforcement	.17	357.00
43,600 cu. yds.	Coarse Crushed Material in Base	1.57	68,452.00
6,400 cu. yds.	3/4" - 0 Material in Base	2.07	13,248.00
1,900 M-gals.	Sprinkling	2.00	3,800.00
5.50 miles	Preparation of Base	250.00	1,375.00
640 cu. yds.	3/4" - 0 Material in Binder Course	3.00	1,920.00
3,330 cu. yds.	Furnishing and Placing Aggregates	3.50	11,655.00
100 tons	MC-2 Asphalt in Binder Course	60.00	6,000.00
240 tons	120-150 Asphalt	55.00	13,200.00
74 tons	RS-1 Asphalt	60.00	4,440.00
200 only	Metal Sight Posts	3.00	600.00
8,400 lin. ft.	Metal Guard Rail	3.25	27,300.00
140 cu. yds.	Structural Excavation	5.00	700.00
55 cu. yds.	Class "A" Concrete	110.00	6,050.00
7,000 lbs.	Metal Reinforcement	.17	1,190.00

32,000 lbs.	Structural Steel	$ .35	$ 11,200.00
1.5 M-fbm.	Treated Timber in Place	300.00	450.00
270 lin. ft.	30-inch Metal Flume	15.00	4,050.00
156 lin. ft.	72-inch Metal Flume	30.00	4,680.00
	Subtotal		$360,628.00
	10% Engr. & Cont.		36,062.80
	Total		$396,690.80

Type Code X032
Eagle Creek Bridge (Sta. 2106+41.35 to Sta. 2107+41.35)(Contract No. 5011)

All Required	Remodel Existing Bridge	$ 38,785.00
		$ 38,785.00
All Required	Flagging (57½% of Contractor's Cost)	200.00
	Subtotal	$ 38,985.00
	10% Engr. & Cont.	3,898.50
	Total	$ 42,883.50

Length of Roadway	5.486 miles
Length of 3 Structures	0.058 mile
Total Length	5.544 miles
Cost of Roadway Per Mile	$72,309.66

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 396,690.80	$ 245,645.00	$ 151,045.80
Structure	42,883.50	26,555.00	16,328.50
	$ 439,574.30	$ 272,200.00	$ 167,347.30

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

RECEIVED
JAN 21 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) January 20, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4917	8 Final	Quinn Bros. & Robbins, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
646	H202043	$ 12,331.39	1-17-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 120 workdays from 4-15-57

Time Extensions: None

Completion Date: Sept. 28, 1957

Date Accepted: Oct. 31, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-20-58

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 20 1958

NOTED ON CARD

RECEIVED
JAN 9 - 1958
FOR FILING

4917

Jan. 9, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4917 for grading and oiling on the East Unit, Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County was completed by the contractor, Quinn Bros. & Robbins, Inc., on Sept. 28, 1957, and was formally accepted by the Highway Commission on Oct. 31, 1957.

Final payment in the amount of $12,331.39 will be released to the contractor on or after Jan. 20, 1958. The total contract amount is $413,319.59, of which amount $5,771.95 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 27 1957

FOR FILING
X-11(7)
4917

November 26, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Quinn Bros. and Robbins, Inc., in connection with Contract No. 4917, for grading and oiling on the East Unit, Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County. This payment, in the amount of $4,603.60, will be released to the contractor on or after Dec. 6, 1957. The retained percentage is $12,401.70.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ss

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—1084—7-57

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

4917

FINAL WEEKLY REPORT

For Week Ending November 8, 1957

Section East Unit, Black Bridge - Richland

Highway Baker-Homestead County Baker

Contractor Quinn Bros. & Robbins Inc.

Date of contract April 5, 1957

Date work started March 20, 1957

Project authorization $434,751.75

Exclusive of engineering $405,751.75

Kind of work Grading & Oiling

Section prefix 1-1030

Contract number 4917

Specified work days 120

Work days used 115

Per cent of time elapsed 96 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 419,289.39

Estimated per cent overrun or underrun . . . . . 3.3 % Over %

Per cent of contract completed, based on total contract price . . . . . 111.3 %

Engineering authorization . . . . $ 28,995.68

Engineering cost to date $ 33,653.57, 16.1 %

Date project was completed Sept. 28, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final Estimate completed and sent to Division Office Friday, Nov. 8,1957.

Final Weekly Report

CONSTRUCTION DIVISION
RECEIVED
NOV 12 1957
NOTED-- CE ACE ACE COE

R.R. Cameron

Noted
M. N. Juve

Signed R.R. Cameron

Address Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
OCT 23 1957
FOR FILING

Oct. 25, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma, 1, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to Quinn Bros. & Robbins, Inc., a portion of the funds heretofore retained by the Commission on Contract No. 4917, for grading and oiling on the E. Unit, Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County.

This payment, in the amount of $68,391.72, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $12,259.32. The present payment will be released on or after Nov. 4, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 21 1957
FOR FILING

October 23, 1957

Quinn Brothers & Robbins
703 South 16th Street
Boise, Idaho

Attention: Mr. Jim Quinn

Dear Mr. Quinn:

In reference to your telephone conversation regarding payment of estimate number six in connection with your Contract No. 4917 for grading and oiling the East Unit of the Black Bridge-Richland Section of the Baker-Homestead Highway; I wish to say that the voucher estimate number six is now being prepared and our Accounting Division informs me that it will be sent to you tomorrow for you to sign. This payment is in the amount of $68,391.72 and includes a portion of the retain percentage on this job. We are now holding only 3 per cent retainage which amounts to $12,259.32. The Accounting Division will expedite payment of the voucher as much as they possibly can.

It is my understanding that the engineer's final estimate is now being checked in our office. When this is complete a voucher will be prepared and forwarded to you for acceptance.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

Jim Quinn — Jim Bros + Reiber
Boise
# #

4917
Oct. 4
est #5 recd.

# #

Est. 6 — $68,391.72
3% ret. % — 12,259.32

tonn

leted on September 22,
e-Richland Section,
ject No. S-11(7).

rs,

Engineer

Highway Engineer

RECEIVED
OCT 7 1957
FOR FILING

October 4, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 28, 1957, on Contract No. 4917, East Unit, Black Bridge-Richland Section, in Baker County, in connection with Federal Aid Project No. S-11(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

cc: Clarence G. Swenson

RECEIVED
OCT 3 1957
FOR FILING

October 1, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 203 covering relocation of Idaho Power Company facilities on the East Unit, Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County, Contract No. 4927, in connection with Federal Aid Project No. S-21(7).

This work is necessary to clear for construction. The obligation of the State to reimburse the company for moving four poles is established by the attached copies of the letter of the Assistant Counsil. This work has been done. Copies of the company's estimate for the work and plans are also enclosed.

Your approval of this order under the provisions of CWA-300 is requested.

The total amount of the order is $691.43 with Federal participation estimated at $372.86.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
SEP 19 1957

FOR FILING

3-11(T)

4917

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1957

SUBJECT: Increase in Authorization
Contract No. 4917

To:

R. R. Cameron
Resident Engineer
P.O. Box 787,
Baker, Oregon

At its meeting September 12, 1957, the Highway Commission approved an increase in authorization of $27,000.00 on Contract No. 4917, E. Unit, Black Bridge-Richland Section in Baker County.

The new authorization is $434,751.75. This amount should be used in all future reports.

S. H. Probert
Office Engineer

cc: A. F. Parsen

RECEIVED
SEP 3 - 1957
FOR FILING

I-11(7)

4917

August 30, 1957

Oregon State Highway Commission

Gentlemen:

It has become evident that we are going to overrun the project authorization on the last unit, Black Bridge--Richland Section of the Baker-Lewiston Highway, Contract No. 4917, by about $27,000, or 6.4 per cent. This overrun has been occasioned by the addition of various construction items, such as cattle passes and irrigation facilities that were not contemplated at the time the job was contracted. The need for these additional items is due to right-of-way negotiations that transpired after plans for the project were prepared. Some increase in excavation quantities was also necessary.

In view of the above, it is requested that the project authorization for this job be increased by $27,000.

Very truly yours,

L. H. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison

LHY:jc hi

RECEIVED
SEP 17 1957
FOR FILING

4917

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1957

SUBJECT: E. Unit, Black Bridge-Richland
Baker-Homestead Highway
Contract No. 4917

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

L

I am submitting herewith a report on anticipated overrun on the subject named project in the amount of $26,956.13 or 6.6 per cent.

The major portion of this overrun is occasioned by right of way commitments which were made after bids were received on this project. These commitments included two - 84-inch stock passes, numerous pipes for drainage and irrigation along with concrete irrigation structures. The amount of the overrun that would normally be chargeable to right of way but is accepted as a construction item is approximately $20,000. The balance of the overrun was due to the necessity for additional special borrow excavation caused in part by raising the grade over one long section of fill and in part by additional shrinkage over that which was anticipated at the time the plans were made. There were also numerous culverts which were supposed to be extended or salvaged but when the work was done they were found to be unfit and had to be totally replaced.

In view of the above facts it is recommended that this overrun be approved. I wish to call your attention to the fact that the Bureau of Public Roads advised that they will not participate on these right of way items as right of way items, but that they can be collected on by classing them as construction items. A suggested rough draft of a letter of request to the Highway Commission is attached.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

RECEIVED
AUG 28 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-80X—87,500—8-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 21, 1957

SUBJECT: Revised Report of Expected Over-run
E. Unit, Black Bridge-Richland Section
Baker-Homestead Higway
Contract No. 4917

To:

Tom Edwards
Construction Engineer
Salem

Attention: L. H. Young

In accordance with your telephone conversation Mr. Cameron has submitted the corrected report which is attached, herewith, along with a copy of his letter of transmittal.

A. F. Parson
Division Engineer

AFP:gb

FORM 830 - 5CM — 11 55 - 2 344

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon
August 20, 1957

SUBJECT: E. Unit, Black Bridge - Richland Sec.
Baker - Homestead Highway
Report on Expected Over-run of
Project Authorization

To:

A.F. Parson
Division Engineer
La Grande, Oregon

Herewith is "Report on Expected Over-run of Project Authorization" for subject project. Following is a detailed account of the principal causes of the over-run.

The Drainage Excavation over-run:

1. More excavation was required than was originally anticipated in order to insure firm support for pipes and drainage structures.
2. A number of pipes listed to be extended, could not be extended as anticipated, requiring the installation of complete new pipe.
3. It was found that more irrigation and drainage ditches than originally anticipated were required to re-establish irrigation and drainage systems where disturbed.
4. Additional pipes, siphons and structures were necessary to provide adequately for irrigation and drainage.

The Special Borrow Excavation over-run:

1. Grade revision, station 2032/00 to station 2044/00 to provide cover for irrigation pipe increased the embankment by 2,591 Cu. Yds.
2. Non-anticipated road approaches, station 2103 to station 2137 increased the embankment by 1198 cu.yd.
3. Grade revision from station 2118/50 to station 2137 in order not to interfere with a road approach and cattle guard was raised grade of about 3 feet increased the embankment by 4,805 cu. yd.

Embankment figures shown above have been swelled 20% (estimated factor) to reflect Special Borrow excavation quantities.

Total over-run of net quantity ———	8,994 C.Y.
less allowance ———————————	1,048 C.Y.
Total over-run of contract amount --	7,456 C.Y.

August 20, 1957

Report of Expected Over-run

The 18" Corrugated Metal Pipe over-run:
1. Many pipes listed to be salvaged were found worthless and had to be discarded and replaced with new pipe.
2. A number of pipes listed to be extended, had to be removed and replace with new pipe.
3. Additional pipes had to be installed due to Right of Way obligations, unanticipated and unexpected drainage problems.

The Metal Guard Rail over-run:
1. Right of Way obligations, File #26027 (5[illegible] lin. ft.), and # 20089(75 lin ft.)

Flag ing (State Share) over-run:
1. The necessity of constructing this project under constant traffic required flagging most of the time.

Other unanticipated costs which contributed to the general over-run:
1. Construction of Right of Way fence and Cattle Guard by state forces, (right of way obligations).
2. Concrete Irrigation structures, (Right of Way obligation to re-establish irrigation facilities where destroyed).
3. Installation of 8" perforated metal drain pipe to stabilize the subgrade.

L. R. Cameron
Resident Engineer

Deputy or Assistant State Highway Engineer

FORM 816

OREGON STATE HIGHWAY DEPARTMENT

INTER DEPARTMENTAL CORRESPONDENCE

Baker, Oregon
August 20, 1957

SUBJECT: E. Unit, Black Bridge-Richland Sec.
Baker-Homestead Highway
Revised Report of Expected Over-Run

To:

A. F. Parsons
Division Engineer

La Grande

In response to your telephone call this morning, I am submitting herewith a revised Report on Expected Over-run and a revised letter of ~~exact~~ explanation.

The over-run on Guard Rail has been reduced to 390 lin ft. 375 lin ft is attributable to R/W obligations, which will actually leave us an under-run on the job itself.

In searching through the earthwork for a better explanation of the over-run in special borrow, I found that decreases in excavation quantities do not constitute a significant reason for the over-run.

The increase in embankment from station 1032 to station 1044 was not made with special borrow material, but caused a re-arrangement of the haul which resulted in roadbed fill from station 1101 to station 1105 being made with special borrow instead of from roadbed excavation.

The road approaches shown as non-anticipated were shown on the plan, but no quantities were figured for their construction.

This is about as good an estimate as I can make with the information available at the present time, at least until the job has ~~been~~ been re-measured.

R. R. Cameron,
Resident Engineer

Form No. E-272—10M—7-56

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Test Unit, Black Bridge & Nicol R... Date August 20, 19 57

Highway Baker - Hamestead Contract No. 4917

County Baker Kind of Work Grading & Oiling Contractor Quinn Bros. & Robbins Inc.

Contract Amount ..... $ 360,648.00

Expected over-run and under-runs in contract items:

	Quantity	Unit Price	Amount
4917 Major items, itemized:			
Drains & Protection	2,200 C.Y.	$ 3.00	$ 6,600.00
Special Borrow Excavation	7,546 C.Y.	0.50	3,773.00
18" Corr. Metal Pipe	1,110 Lin Ft.	5.30	6,930.00
24" Corr. Metal Pipe	138 Lin Ft.	65.00	9,000.00
18" Corr. Metal Siphon Pipe	220 Lin Ft.	10.00	2,400.00
Metal Guard Rail	300 Lin Ft.	3.25	1,237.50
Minor items, unitemized algebraic total	Over-run		1,857.00
Subtotal			$ 30,447.50
Approved work orders (Price, extra work and state force orders)			$ 6,027.70

Expected over-runs and under-runs in work orders:

	Amount
Major items, itemized:	
Extra Work Order #2, Plugging Stub Shaft	$ 4,500
Minor items, unitemized algebraic total	119.00
Subtotal	$ 4,619.00
Authorization for engineering	$ 28,495.00
Expected over-run or under-run of engineering authorization	$ 0
Costs not included above (explain)	$ 0
Allowance for future contingencies (_____% of work remaining)	$ 0
Credits to come from transfers and deductions	$ 0
Present estimate of project cost	$ 434,707.00

Brief Statement of principal causes of over-run:

1. Right of way obligations

(See accompanying letter for details)

2. Non-anticipated items

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 407,792.75
Present estimate of project cost	$ 434,707.00
Expected over-run (Amount)	$ 26,756.13
Expected over-run (per cent)	6.6

Space to right of this line is for use of Salem office.

Submitted by: _____ Resident Engineer

Confirmed by: _____ Division Engineer

Noted by: _____ Construction or Bridge Engineer

Noted by: _____ Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
JUN 10 1957
FOR FILING

June 7, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 204 covering installing an extra heavy duty cattle guard on the East Unit, Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County, Contract No. 4917, in connection with Federal Aid Project No. S-13(7).

An extra heavy duty cattle guard is required to sustain heavy hauling. It is necessary that the work be done before the contractor starts construction.

Equipment rental rates are to conform to the established schedule.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

file

RECEIVED
JUN - 1957
FOR PLANS

41 / 08-35

June 4, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-11(6), East Unit,
Black Bridge-Richland Section,
Baker-Homestead Highway - Orders
for State Force Work dated April
18 and May 7, 1957

Dear Sir:

The subject orders provide for the construction by State forces of a cattle guard and right-of-way fence in connection with the above project.

As you know, it is not required, on projects being constructed under the Secondary Road Plan, that a finding be made establishing the force account work as being in the public interest.

However, this office is opposed to inclusion of items involving construction work of any kind in a right-of-way project. We are accordingly returning all copies of the two orders with the suggestion that necessary revision be made to show their inclusion in the grading and paving project S-11(7) which covers the same section of highway.

Very truly yours,

C. G. POLK
Division Engineer

Encls.

NOTED
FORREST COOPER

Original to
Mr. Probert

May 22, 1937

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 264 covering constructing right of way fence on the East Unit, Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County, Contract No. 4917, in connection with Federal Aid Project No. S-11(7).

It is necessary to relocate right of way fence to restrain cattle before construction work starts. Equipment rental rates will be in accordance with established schedule.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
MAY 21 1957
FOR FILING

4917

May 22, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1-250-1[illegible] covering constructing right of way fence on the East Unit, Nixon Bridge-Richland Section of the Baker-Unity-Izee Highway in Baker County, in connection with Federal Aid Project No. S-11(6).

It is necessary to relocate right of way fence before construction work starts. Final negotiations for right of way are not complete. The amount is too small for separate contract. It is necessary to do the work at once to restrain stock. The state is better equipped to do this work immediately. Equipment rental rates will be in accordance with established schedule.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

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MAY 21 1957
FOR FILING

[illegible]
417

May 22, 1957

Mr. C. O. Falk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1-250-408 covering installing an extra heavy duty cattle guard on the East Unit, Hawk Bridge-Richland Section of the Baker-Homestead Highway in Baker County, in connection with Federal Aid Project No. S-11(6).

This work is part of the right of way purchase consideration. An extra heavy duty cattle guard is required as heavy hauling is to be done over it. The state is better equipped to do this work immediately and at less cost. The job is too small to contract.

Equipment rental rates are to conform to the established schedule.

Very truly yours,

R. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

Form PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Baker
Project No. S-11(6)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 21st day of May, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 29th day of August, 1956, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 4.926 miles of right-of-way acquisition
(Character of work)

between FA Rte. 1 in Baker and Cornucopia,
(Control points)

consisting of _____ mile(s) of roadway and _____ (Number) bridges costing _____

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of twenty two thousand, four hundred and 00/100 dollars ($ 22,400.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is thirty six thousand, three hundred and 00/100 dollars ($ 36,300.00).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

In the event that actual construction of the road on this right-of-way is not undertaken by June 30, 1962, the State Highway Department shall repay to the Commissioner the sum or sums of Federal funds paid to the Highway Department under this agreement.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By Robert Bottomley
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By _____
[redacted] Engineer, Bureau of Public Roads
District

—33205

May 14, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the E. Unit, Black Bridge-Richland Section, Project No. S-11(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WCC:ia

March 25, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding under separate cover four copies of estimate as a basis for project agreement and three sets of reduced plans plus an extra title sheet for the East Unit, Black Bridge-Richland Section, Project No. S-11(6).

Very truly yours,

W. C. Williams
State Highway Engineer

by

Forrest Cooper
Deputy State Highway Engineer

EMC:or

Oregon State Highway Department

Federal Aid Secondary
Project No. S-11(6)

EAST UNIT, BLACK BRIDGE-RICHLAND SECTION OF THE BAKER-HOMESTEAD HIGHWAY IN BAKER COUNTY

(Estimate as a basis for project agreement. Based on estimated cost of lands, damages, etc.)

Salem, Oregon March 25, 1957

Type Code R.O.W.
Right of Way (Sta. 1885+65 to Sta. 2146+36)

All Required	Rights of Way, Etc.	$ 34,597.90
	Subtotal	$ 34,597.90
	Acquisition Expense	1,702.10
	Total	$ 36,300.00

Length of Project 4.926 miles.

Federal Funds.....	$ 22,400.00
State Funds.....	13,900.00
	$ 36,300.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chps. 529, Laws 1939.

EAST UNIT, BLACK BRIDGE-RICH AND SECTION

Project No. S-11(6)

(Estimate of cost of Rights of Way Areas to be acquired and other Rights of Way Expense.)

Highway Department Right of Way File No.	Area in Acres	Cost
26008	3.25	$ 2,452.80
26009	0.78	3,580.20
26010	2.06	3,714.00
26011	0.29	987.60
26012	1.50	997.20
26013	1.45	798.60
26014	2.75	790.50
26015	1.38	1,407.60
26016	1.42	1,578.60
26017	3.95	3,446.40
26026	2.10	2,787.00
26027	1.70	4,758.00
26028	0.65	1,033.20
26029	3.37	3,298.20
26030	0.62	1,265.40
26031	0.54	543.60
26039	0.72	1,159.00
	Subtotal	$ 34,597.90
	Acquisition Exp.	1,702.10
	Total	$ 36,300.00

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4777

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 261 covering adjusting two timber bridges on the East Unit, Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County, Contract No. 4247, in connection with Federal Aid Project No. S-41(7).

This work is necessary to adjust timber bridges at Stations 2083+5 and 2109+75 to grade. This was anticipated and included in the Project Authorization. The contractor is not equipped for this work. It is too small to contract. The state has a bridge crew available to do the work. Equipment rental rates will conform to the established schedule.

Your approval of this order under the provisions of C.A.H.-300 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:or

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4917

April 23, 1957

Quinn Bros. & Robbins, Inc.
703 S. 16th St.
Boise, Idaho

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4917, which was awarded to you on April 5, 1957 by the State Highway Commission, for grading and oiling on the E. Unit, Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

em
enc.

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APR 11 1957
FOR FILING

4917

April 9, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 30, 1957, on Contract No. 4917, East Unit, Black Bridge-Richland Section, in Baker County, in connection with Federal Aid Project No. S-11(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

LMPeay

RECEIVED
APR 11 1957
FOR FILING
4-11-57
4917

April 5, 1957

Guinn Brothers & Robbins
703 South 16th
Boise, Idaho

Gentlemen:

The State Highway Commission on March 1, 1957, accepted your proposal for grading and oiling on the East Unit, Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County for the sum of $360,628.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4917.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

NOTED
J. Mc C.

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: R. G. Savage (SIAC)
Tom Edwards
S. H. Probert

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

ATTENTION: Dorothy McCormack

Modern Highways
c/o Scranton Publishing Company, Inc.
185 N. Wabash Avenue
Chicago 1, Illinois

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	X
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 5, 1957
11:30 a.m.

Quinn Brothers & Robbins
703 South 16th
Boise, Idaho

Contract for grading and oiling on East Unit, Black Bridge-Richland Section of Baker-Homestead Highway, Baker County, for which you submitted low bid on March 1, 1957, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

FORM E-123 COMP. REVISED 5-53

RECEIVED
APR 3 - 1957
FOR FILING
S-11(7)
4717

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

April 1, 1957

Eagle Telephone Company
Richland, Oregon

Re: Eagle Telephone Company
Telephone Line Adjustment
E. Unit, Black Bridge-Richland
Baker-Homestead Highway
Baker County

Gentlemen:

Bids were received on March 1, 1957 on the above titled project and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. Part of this adjustment involves the moving of poles at the following locations:

One pole located southerly of Station 1853+09.

Twelve poles on the southerly side of the existing road between Stations 1882 and 1913.

Two poles on the southerly side of the existing road at Stations 1943+00 and 1946+00.

Two poles on the southerly side of the existing road at Stations 2027+63 and 2029+30.

Seven poles on the southerly side of the existing road between Stations 2074 and 2095.

Three poles on the southerly side of the existing road between Stations 2104 and 2113. These poles were placed under Permit No. 4312 dated January 25, 1954.

These poles are on existing highway right of way and it will be your obligation to make the adjustment without compensation.

In addition, a pole located on the southerly side of the existing road at Highway Engineer's Station 1959+75, and three poles located on the southeasterly side of the existing road between Stations 2126 and 2132 must be moved or eliminated. These four poles are located on private property.

NOTED
TORREY COOPER

April 4, 1947

Nagle Telephone Company

In view of the fact that these facilities were leased not to exceed
permanently, it will be the obligation of the Company recommended for continuance
year for the purpose most reasonable based on the requirements needs, maintenance
of any improvements in the system of party facilities such to be recommended by
the meeting board, which determines for maintenance and improvements.

In review that we may comply with the possibilities of renewal for
interstate Commission the first, leased by the facility request discontinuance
water dates of May 1, 1945, it is requirement that prior obtained by the U. S.
Commerce, Washington, D.C., room 727, rules, regulations, and policies of
the board of the needs. This continues already since being also connected for lines,
maintain, equipment special and instructions for maintenance and improvements.
Your final billing for the needs also already be obtained by the Commerce.

very truly yours,

[illegible]
Assistant Engineer

[illegible]
cc: [illegible]
[illegible] Engineer
[illegible]
[illegible]
[illegible]

[illegible]

FORM S-123 50M - REVISED-56

RECEIVED
APR 2 - 1957
FOR FILING
L-11(2)
4917

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 1, 1957

Idaho Power Company
1220 Idaho Street
Boise, Idaho

Re: Idaho Power Company
Power Line Adjustment
E. Unit, Black Bridge-Richland
Baker-Homestead Highway
Baker County

Gentlemen:

Bids were received on March 1, 1957 on the above titled project and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. Part of this adjustment involves the moving of poles at the following locations:

Five poles on the northeasterly side of the highway between Stations 1946 and 1959. These poles were placed under Permit No. 1949 dated February 27, 1945.

One pole located on the northeasterly side of the existing road at Station 1974+84. This pole was placed under Permit No. 811, dated November 5, 1936.

Two poles located on the southerly side of the highway at Stations 2058+95 and 2059+63. These poles were placed under Permit No. 3092, dated April 20, 1949.

Twenty-two poles located on the northerly side of the highway between Stations 2061 and 2112. These poles were placed under Permit No. 259, dated May 16, 1923.

These poles are on existing highway right of way and it will be your obligation to make the adjustment without compensation.

In addition to the items mentioned, there are poles located on private property which must be moved as follows:

A pole located on the northeasterly side of the highway at Station 1940+98. This pole was placed under an easement recorded in Book 140, Page 651.

NOTED
FORREST COOPER

A pole located on the southerly side of the highway at Station 1962+83. This is a service pole to the property owner and was placed without formal easement.

Two poles located on the northwesterly side of the highway at Stations 2124+17 and 2126+42. These poles were placed under an easement recorded in Book 110, Page 505.

In view of the fact that these facilities are located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. R. R. Cameron, Resident Engineer, P.O. Box 787, Baker, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Cameron.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RH
cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. A. F. Parson
Mr. R. L. Porter
Mr. R. R. Cameron

FORM E-123 80M REVISED 2-57

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FEB 25 1957
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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

2-11(7)

4917

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 21, 1957

Pacific Telephone and Telegraph Company
509 S. W. Oak
Portland, Oregon

Re: Pacific Telephone and Telegraph Company
Telephone Line Adjustment
E. Unit, Black Bridge-Richland Section
Baker-Homestead Highway
Baker County

Gentlemen:

Bids on the above titled project will be received on March 1, 1957 and it appears that some of your facilities must be adjusted in order to accommodate the highway construction. This adjustment involves the moving of two poles on the southerly side of the existing highway between Highway Engineer's Stations 2136 and 2139, and the construction of a new highway crossing near Station 2136+50.

It appears that your facilities are on the existing highway right of way in accordance with Permit No. 3728, dated September 13, 1951, so that it will be your obligation to make the necessary adjustments without reimbursement. It is requested that you proceed with the work as promptly as reasonably may be possible.

Further details may be secured from Mr. R. R. Cameron, Resident Engineer on the project, with headquarters in Baker.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. A. F. Parson
Mr. R. R. Cameron

NOTED
FORREST COOPER

RECEIVED
FEB 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

S-21(5) North Unit, Cole-Grand Dr. . 1957
Sec. 21 T-1-L Fla. Rd.
#4210 (Grading and Gilin.)

PRODUCT OF EST. 1868 amfile KANKAKEE, ILL. AMBERG FILE & INDEX CO. ®

No. RK761TN34

W. C. Williams

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MAR 5 - 1958
FOR FILING

February 27, 1958

NOTED
W. C. WILLIAMS

FINAL COST ANALYSIS

Grading & Oiling
Babler Bros., Inc.
Keats Oliver, Resident Engineer

No. Unit Vale-Grande Ave.
Contract #4918

Lytle Boulevard
Prefix No. 523-1075

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
. Clearing & Grubbing	100%	All	$5,000.00	$4,183.28	$ 4,183.28	$ 5,000.00
. Drainage Excav.,Unclass.	274.7	Cu.Yd.	2.00	1.67	459.57	549.40
. General Excav., Unclass.	114,102.6	" "	.24	.229	26,145.25	27,384.62
. Short Overhaul	142,925.2	Yd.Sta.	.01	.008	1,195.65	1,429.25
. Long Overhaul	1,499.8	C-Yd.Sta.	.50	.42	627.33	749.90
. Finishing Roadbeds & Slopes	6.2	Mile	600.00	501.94	3,112.05	3,720.00
. 12" Concrete Pipe	96	Lin.Ft.	2.00	1.63	155.76	192.00
. 18" Concrete Pipe	798	" "	3.50	3.17	2,532.74	2,793.00
0. 24" Concrete Pipe	363	" "	5.00	4.72	1,715.17	1,815.00
1.** Class "A" Concrete	56.35	Cu.Yd.	60.00	60.00	3,381.00	3,381.00
2.** Metal Reinforcement	9,330	Lb.	.16	.16	1,492.80	1,492.80
3. Gravel in Cushion Course	14,812.5	Cu. Yd.	.40	.335	4,956.67	5,925.00
4. Hauling Cushion Course	42,050.1	Yd.Mile	.15	.125	5,276.66	6,307.52
5.-*Course Mat'l in Base	28,920	Cu.Yd.	1.50	1.43	41,462.00	43.380.00
6.*3/4"-0 Mat'l in Base	6,780	" "	1.90	1.47	10,003.96	12,882.00
7. Sprinkling	3,863.3	M/Gal	3.00	2.51	9,695.74	11,589.90
8. Preparation of Base	6.2	Mile	200.00	167.31	1,037.34	1,240.00
9.*3/4"-0 Mat'l in Binder Course	924	Cu.Yd.	3.00	2.52	2,331.91	2,772.00
0.-*Furnish & Place Aggr.	3,908	" "	3.20	2.35	9,208.90	12,505.60
1. MC-2 Asphalt	119.04	Ton	54.00	49.21	5,858.63	6,428.16
2. 120-150 Asphalt	258.58	Ton	52.00	47.62	12,310.28	13.446.16
3. RS-1 Asphalt	81.39	Ton	52.00	48.48	3,946.38	4,232.28
rce Account (State participation in Flagging)					178.81	178.81
					$151,267.88	$169,394.40

	Gross Revenue	Total Cost	Profit	%Profit
- Babler Bros. Inc.	$133,368.00	$117,970.36	$15,397.64	11.54
* N. A. Toole	36,026.40	33,297.52	2,728.88	7.57
	$169,394.40	$151,267.88	$18,126.52	10.7

** Philpatt

Contract #4918

DETAIL OF COSTS

Babler Bros., Inc.

LABOR:		
Labor and Supervision	$26,983.23	
Labor insurance	1,951.33	
Health and Welfare	818.45	
		$29,753.01
EQUIPMENT RENTAL AND MISC. SUPPLIES:		
Equipment Rental, owned	$35,309.53	
Equipment Rental, hired	10,526.63	
Gas, oil and Grease	7,722.32	
Freight	171.04	
Small Tools and Misc. Supplies	4,303.30	
Bond	913.27	
Home Office and General Overhead	651.45	
		$59,597.54
MATERIALS:		
MC-2 Asphalt, 119.04 Ton at 29.25	$ 3,481.92	
120-150 Asphalt 258.58 Ton at 27.00	6,981.66	
RS-1 Asphalt, 81.39 Ton at 28.80	2,344.03	
Freight on Asphalt	6,956.09	
18" Conc. Pipe 798 Lin.Ft. at 2.83	2,258.34	
24" Conc. Pipe 363 Lin.Ft. at 4.33	1,571.79	
12" Conc. Pipe 96 Lin.Ft. at 1.33	127.68	
Masons Sand, 14 sack at .15	2.10	
Cement, 16 sacks at 1.40	22.40	$23,746.01
WORK DONE BY PHILPOTT:		
Labor and Forming	$ 2,962.57	
Class "A" Concrete 56.35 Cu.Yd at 18.60	1,048.11	
Metal Reinforcement 9,330 lbs. at 9.25 cwt.	863.12	
		$ 4,873.80
Total Cost		$117.970.36

DETAIL OF COST

N. A. Toole, Crushing Contractor

Contract #4918

LABOR:			
Labor and Supervision		$11,678.28	
Labor insurance		624.93	
			$12,303.21
EQUIPMENT RENTAL AND MISC. SUPPLIES:			
Equipment rental, owned		$16,175.16	
Equipment rental, hired		577.50	
Gas, oil, and grease		2,601.64	
Freight		95.07	
Small tools and Misc. Supplies		903.17	
Bond		300.00	
P. U. C.		27.19	
Home office and general overhead		314.58	
Total Cost			$20,994.31
			$33,297.52

N. A. Toole

Crushing Breakdown

Contract #4918

	Quantity	Unit	Cost	Unit Cost	
Move in & set up	40,532	Cu. Yd.	$ 1,393.62	$ .034	
Feed Crusher	40,532	Cu. Yd.	9,879.44	.244	
Crushing	40,532	Cu. Yd.	18,112.80	.447	
Stockpiling for loading	40,532	Cu. Yd.	3,293.15	.081	
Total Crushing Cost			$32,679.01		.806
Stockpiling Oil Aggregate	4,832	Cu. Yd.	$ 618.51		.128

Crushing plant operated for 415 hours for an average production of 97.6 cubic yards per working hour.

Crushed material obtained from a gravel deposit owned or leased by N. A. Toole and located approximately 500' west of Station 100+00.

RKS:

This was a "Federal Aid Secondary Project" consisting of the construction .20 miles of highway roadbed involving 114,102.6 cubic yards of excavation; the struction of one reinforced concrete box culvert; the construction of 6.20 miles cushion course, involving 14,812.5 cubic yards of pit-run gravel materials; the struction of 6.20 miles of stone base and shoulders, involving 35,700 cubic yards crushed materials; and the construction of Type O-11 oil mat wearing surface with der course.

This project was bid March 28, 1957 and was awarded on April 8, 1957 and pleted July 23, 1957.

The contractor moved a TD 24 dozer and Cat. 12 grader onto the project April 11th an clearing operations the following day. A crew of 3 men began placing culvert pipe April 13th. Two Euclid scrapers and a D-8 cat were moved onto the project the same .

Grading began at the northerly end of the project and progressed southerly. e crew continued in front of grading operations. Grading operations progressed idly. Nearly one mile of subgrade was completed to grade by April 23rd.

Several more pieces of equipment were brought onto the job. A D-6 cat was ed to expidite clearing, which was done on a two shift basis.

Some rock was encountered in the cuts making it necessary to do some drilling shooting. All the grading was done by the 31st of May and the grading equipment was n used to strip the gravel deposit and to haull the gravel cushion course.

The crushing plant was set up and began crushing $1\frac{1}{2}$"-0 base rock on June 4th. rations run on a two, nine hour shift basis. The Euclid scrapers were used to haul shed materials. These units haul crushed material one way and pit run gravel on the urn trip so the hauling units were used to best advantage in cutting down hauling ts.

The cushion course and coarse base was completed June 28th, and the crushing nt was then changed over to produce 3/4"-0 leveling material. The placing of this erial was finished July 8th and the binder was placed the following Wednesday and rsday. Crushing of 3/4"-0 and oil aggregate was completed July 15th and the oiling rations began the following day. Oiling, sealing, shoulder material placed and al clean up completed July 26th.

This project moved along very smoothly with weather conditions ideal, although e rain fell during the beginning of the work, for all phases of the project. The tractor was well organized and utilized equipment to the best advantage and as the ult made an excellent profit.

M. N. Juve
Chief Cost Analyst

By Gordon K. Hanson

Form A-180—10M—6-57

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
Harold C. Ayers

Track 4918
(5)

almer County
ville, Oregon

ty Court

NOTED
John F. Hagemann

Invoice No. 53844

Date October 23, 1957

Your Req. No.

Billing Request No. cc 338

Credit Distribution: 523-10[illegible]-297

[illegible] Vicinity, Cottage Grove - Creswell [illegible] Section, [illegible], covered by Agreement
[illegible] 9/2/[illegible].

[illegible] above Permit [illegible] previously transferred [illegible] balance in advance Permit	37,[illegible].00 31,[illegible].00	6,[illegible].00
County share [illegible] costs as per attached statement Less amount previously transferred Balance	38,[illegible].17 31,[illegible].00	[illegible].17 7,132.83

[illegible] to be refunded

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By .....

NOTED
JOHN D. GRAHAM

State Printing 4396

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C G. SWENSON

NOTED
V. R. JONES

December 20, 1957

NOTED
Harold C. Ayers

Malheur County Court
Courthouse
Vale, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the North and South Units of the Vale-Grand Avenue Section of FAS 515. As per the attached cost statements refunds of $2,832.53 and $697.65 for the respective units are due the County. These refunds will be made by our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C G. SWENSON

OREGON STATE HIGHWAY DEPARTMENT

COMPLETED 7/23/57
ITEMIZED STATEMENT OF FINAL COSTS

County Malheur Contract No. 4918 Date 12/20/57

FAS 515 Section North Unit, Vale-Grand Avenue

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation.....				$169,394.40
Construction engineering.....				$ 12,134.53
TOTAL CONSTRUCTION COSTS.....				$181,528.93
FEDERAL FUNDS COLLECTED FOR PROJECT.....				$111,394.00

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total cost and federal funds)

($181,528.93 - $111,394) x 1/2 - $35,067.47

County Advance Deposit.....	$37,201.00
Less County Share.....	35,067.47
REFUND DUE COUNTY.	$ 2,133.53

JPK:ms

S & F A S - C

Oct. 2, 19 41

STATE OF OREGON,

To BAILEY BROS., INC., Dr.

County Malheur — Postoffice address Portland, Oregon

Highway Lytle Boulevard — Work done to July 24, 1957 — Contract No. 4918

Section N. Unit, Vale-Grande Avenue — Prefix No. S33-1075-C0(42) — Estimate No. 5 Final

ITEM	Unit	Unit Price	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
Clearing and grubbing	all.	$5000.00	100%	5,000.00	5,000.00	-
Drainage excav., useless.	c.y.	2.00	274.7	549.40	508.00	41.40
General excav., useless.	c.y.	.25	114,102.6	27,384.62	27,355.20	29.42
Short overhaul	sta.stn.	.01	142,925.2	1,429.25	1,420.00	9.25
Long overhaul	sta.stn.	.50	1,399.8	749.90	700.00	49.90
Finishing roadbed and slopes	mile	600.00	6.2	3,720.00	3,720.00	-
12" Concrete pipe	l.f.	2.00	96	192.00	192.00	-
18" Concrete pipe	l.f.	3.50	798	2,793.00	2,793.00	-
24" Concrete pipe	l.f.	5.00	363	1,815.00	1,815.00	-
Class "A" concrete	c.y.	60.00	56.35	3,381.00	3,381.00	-
Metal reinforcement	lbs.	.16	9,330	1,492.80	1,492.80	-
Gravel in cushion course	c.y.	.40	15,032.5	6,013.00	6,450.00	-437.00
Hauling cushion course mat'l.	mile	.15	107,032.2	6,387.50	6,790.00	-402.40
Coarse Gr. mat'l. in base	c.y.	1.40	18,500	43,300.00	43,300.00	-
3/4"-0 mat'l. in base	c.y.	1.60	4,700	12,032.00	12,032.00	-
Sprinkling	M/gals.	3.00	3,660.3	11,589.90	10,928.40	661.50
Preparation of base	mile	250.00	6.2	1,550.00	1,550.00	-
3/4"-0 mat'l. in binder course	c.y.	3.00	924	2,772.00	2,772.00	-
Furnishing & plac. agg'g.	c.y.	3.00	3,906	12,506.60	12,518.40	-12.80
MC-2 Asphalt	ton	35.00	137.46	4,810.16	4,420.16	-
120-150 Asphalt	ton	30.00	438.68	13,160.36	13,165.56	-5.20
RS-1 Asphalt	gal.	.30	13,577	4,072.81	4,072.81	-
Force Account				178.81	178.81	-

...ge Clearing ...						
...ral excav., unclass.	c.y.	.85	114,108.6	97,392.62	97,355.20	39.42
...t overhaul	pk.stns.	.01	142,935.2	1,429.35	1,420.00	9.35
...k overhaul	C-pk.stns.	.50	1,409.8	749.90	700.00	49.90
...shing reset and clean	mile	600.00	6.2	3,720.00	3,720.00	-
... Concrete pipe	l.f.	2.00	96	192.00	192.00	-
... Concrete pipe	l.f.	3.50	798	2,793.00	2,793.00	-
... Concrete pipe	l.f.	5.00	303	1,515.00	1,515.00	-
...ss "A" concrete	c.y.	60.00	56.35	3,381.00	3,381.00	-
...tal reinforcement	lbs.	.16	9,130	1,460.80	1,460.80	-
...wal in cushion course	c.y.	.80	15,812.5	[illegible]	6,400.00	-475.00
...ding cushion course mat'ls	mile	.15	[illegible]	[illegible]	6,750.00	-442.48
...rse Gr. mat'l. in base	c.y.	1.50	28,920	43,380.00	43,380.00	-
...½"-0 mat'l. in base	c.y.	1.00	4,700	12,880.00	12,882.00	-
...prinkling	M/gals.	3.05	3,863.3	11,589.90	10,928.40	661.50
...reparation of base	mile	500.00	4.2	1,260.00	1,260.00	-
...½"-0 mat'l. in binder course	c.y.	3.00	924	2,772.00	2,772.00	-
...rnishing & plac. aggregate	c.y.	3.20	3,905	12,505.60	12,518.40	-12.80
...0-2 Asphalt	ton	54.60	119.46	6,520.16	6,520.16	-
...20-150 Asphalt	ton	58.50	228.09	13,346.36	13,351.36	-5.20
...5-1 Asphalt	ton	55.00	84.37	4,638.28	4,638.28	-
...cess Account				178.81	178.81	-

Audited and approved by	Totals	149,394.40	149,538.41
Period covered To July 31, 1957	0 % Retained	-	5,086.35
Items Conts. 1918 - Inv. 5 Final	Total Payments	149,394.40	164,458.86

Computed by J. Cain
H Gilliam
Engineer Verbe Oliver

Previous Voucher No. 19147

% to be paid contractors, this estimate, $ 4,942.14

RECEIVED
OCT 25 1957
FOR FILING

4918

October 23, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 23, 1957, on Contract No. 4918, North Unit, Vale-Grand Ascent Section, in Malheur County, in connection with Federal Aid Project No. S-22(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

CC: Clarence C. Swanson

DBP:lmr

files

RECEIVED
OCT 21 1957

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 18, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4918	5 Final	Babler Bros. Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23869	H194531	$4,942.34	10-18-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 130 workdays from 4-23-57

Time Extensions: None

Completion Date: July 23, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Oct. 21, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

GC

NOTED ON CARD

CML

RECEIVED
OCT 10 1957
FOR FILING

Oct. 10, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

State Highway Contract No. 4918 for grading and oiling on the N. Unit, Vale-Grand Avenue Section of Lytle Boulevard in Malheur County was completed by the contractor, Babler Bros., Inc., on July 23, 1957, and was formally accepted by the Highway Commission on Aug. 8, 1957.

Final payment in the amount of $4,942.14 will be released to the contractor on or after October 21, 1957. The total contract amount is $169,394.40, of which amount $178.81 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

NOTED ON CARD

August 22, 1957

NOTED
Harold C. Ayers

Malheur County Court
Courthouse
Vale, Oregon

NOTED
V. R. JONES

NOTED
John F. Hagemann

Gentlemen:

This is to advise you that work on Contract No. 4918, the North Unit, Vale-Grand Avenue Section of FAS 515, was completed on July 23, 1957.

Under the terms of the maintenance agreement signed by the Court on March 18, 1957, and by the Highway Commission on March 28, 1957, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm

NOTED
JOHN D G[illegible]

NOTED
C. G. SWENSON

RECEIVED
AUG 21 1957
FOR FILING
4918

August 20, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. O. N. Burnett

Gentlemen:

It is the intention of the State Highway Commission to release to Babler Bros., Inc., a portion of the funds heretofore retained by the Commission on Contract No. 4918 for grading and oiling on the N. Unit, Vale-Grand Avenue Section of the Lytle Boulevard Road in Malheur County.

This payment, in the amount of $58,358.46, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $5,086.15. The present payment will be released on or after August 30, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 17, 1957

Section North unit, Vale - Grand Ave.

Highway Lytle Blvd. County Malheur

Contractor Babler Bros. Inc.

Date of contract April 8, 1957

Date work started April 12, 1957

Project authorization $189,534.38
Exclusive of engineering $176,056.38

Engineering authorization $13,487.00

Engineering cost to date $10,236.78, 75.9 %

Kind of work Grading and Oiling

Section prefix 523-1075

Contract number 4918

Specified work days 130

Work days used 63

Per cent of time elapsed 48.5 %

Estimated cost of completed project, exclusive of engineering $169,391.40

Estimated per cent overrun or underrun . . . . . - 3.8 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Date project was completed July 23, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate completed and shipped to La Grande on Friday.

Final Report

NOTED
FORREST COOPER

Noted
M. N. Juve

Signed Keats Oliver

Address Keats Oliver, Box 784, Vale

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.20	6.20		6.20	
Miles partially completed					
Miles completed	6.20	6.20		6.20	
Total estimated quantities (contract)	122,000	54,400		480 Tons 4,520 Yds.	
Total quantities corrected to date	114,103	50,512		459 Tons 4,832 Yds.	
Estimated quantities moved or placed to date	114,103	50,512		459 Tons 4,832 Yds.	
Average daily quantities					
Average daily quantities necessary to complete project on time		Contract Completed			
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Malheur
Project No. S-21(5)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 21st day of May, 19 57, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 6th day of March, 19 57, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 6.203 miles of grading, draining, and 2-lane intermediate type (Character of work) surfacing,

between FA Rte. 5 at Vale and FAS 518 at Owyhee, (Control points)

consisting of 6.203 miles of roadway and no (Number) bridges ~~crossing~~ ~~length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of one hundred fourteen thousand, three hundred and 00/100 dollars ($ 114,300.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred eighty four thousand, six hundred sixty two and 50/100 dollars ($ 184,662.50).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Rhymes
Chairman, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

By
Member, State Highway Commission
(Title)

By Robert E Tussing
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By J H Polk
~~District~~ Engineer, Bureau of Public Roads
District

—33205

May 14, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the N. Unit, Vale-Grand Avenue Section, Project No. 3-21(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:ia

April 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Unit, Vale-Grand Ave. Section, Project No. S-21(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WWC:ia

Oregon State Highway Department

Federal Aid Secondary
Project No. S-21(5)

NORTH UNIT, VALE-GRAND AVENUE SECTION OF LYTLE BOULEVARD IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 19, 1957

Type Code 5231
Roadway (Sta. 95+33 to Sta. 422+90)(Contract No. 4918)

All Required	Clearing and Grubbing			$ 5,000.00
200 cu. yds.	Drainage Excavation, Unclassified		2.00	400.00
122,000 cu. yds.	General Excavation, Unclassified		0.24	29,280.00
129,000 yd. sta.	Short Overhaul		0.01	1,290.00
550 C-yd.sta.	Long Overhaul		0.50	275.00
6.20 miles	Finishing Roadbed and Slopes		600.00	3,720.00
14 lin. ft.	18-inch Corrugated Metal Pipe		5.00	70.00
150 lin. ft.	12-inch Concrete Pipe		2.00	300.00
780 lin. ft.	18-inch Concrete Pipe		3.50	2,730.00
390 lin. ft.	24-inch Concrete Pipe		5.00	1,950.00
65 cu. yds.	Class "A" Concrete		60.00	3,900.00
9,000 lbs.	Metal Reinforcement		0.16	1,440.00
18,900 cu. yds.	Gravel in Cushion Course		0.40	7,560.00
48,000 yd. mi.	Hauling Cushion Material		0.15	7,200.00
28,500 cu. yds.	Coarse Crushed Material in Base		1.50	42,750.00
7,000 cu. yds.	3/4" - 0 Material in Base		1.90	13,300.00
1,900 M-gals.	Sprinkling		3.00	5,700.00
6.20 miles	Preparation of Base		200.00	1,240.00
720 cu. yds.	3/4" - 0 Material in Binder Course		3.00	2,160.00
3,800 cu. yds.	Furnishing and Placing Aggregates		3.20	12,160.00
120 tons	MC-2 Asphalt		54.00	6,480.00
275 tons	120-150 Asphalt		52.00	14,300.00
85 tons	RS-1 Asphalt		52.00	4,420.00
				$167,625.00
All Required	Flagging (57½ of Contractor's Cost)			250.00
		Subtotal		$167,875.00
		10% Engr. & Cont.		16,787.50
		Total		$184,662.50

Length of Roadway 6.203 Miles
Cost of Roadway Per Mile $29,769.86

Federal Funds	$114,300.00
State Funds	35,181.25
County Funds	35,181.25
	$184,662.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Malheur County with the Highway Department.

NOTED
V.R. JONES

NOTED
Harold C. Ayers

May 10, 1957

Malheur County Court
Courthouse
Vale, Oregon

FAS 515

NOTED
John F. Hagemann

Gentlemen:

Enclosed is a copy of the Land Office decision covering the right-of-way applied for by the State on behalf of Malheur County on the North Unit, Vale-Grand Avenue project. Also enclosed is a map showing the right-of-way.

The copy of the decision and print of the map are for your files.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Acting Engr., County and City Relations

CGS:mm
Encl.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

FORM 820—12½ M—8-55—60200

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

May 7, 1957

SUBJECT: File No. 26084, Oregon 05020
Vale-Grand Avenue Section
Owyhee County Road

To: Mr. Clarence G. Swenson
City-County Relations Engineer
O F F I C E

Attached are two copies of the Land Office Decision, covering the right of way applied for by the State on behalf of the County of Malheur, also two prints of the map showing the right of way. Will you please forward one copy of the decision and one print to the County so that their records will be complete.

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

Encl. 2 copies decision
& 2 prints
cc: A. F. Parson
1 copy decision
cc: E. A. Pease
1 copy decision
cc: R. L. Porter
cc: Velda DeGuire with
orig. and 1 copy decision

RECEIVED
MAY 8 - 1957

IN REPLY REFER TO:
Right-of-Way Appln.
Oregon 05020

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
1001 N. E. Lloyd Blvd.
P. O. Box 3861
Portland 8, Oregon

RECEIVED
APR 25 1957

DECISION

Name: Oregon State Highway Dept.
Salem, Oregon

Date Map Filed: March 14, 1957

Highway Application
Oregon 05020
(File No. 26084 Vale-Grand Avenue
Section Vale-Owyhee County Road)

Highway Right-of-Way Approved as Amended and Revised

The application and map filed by the above-named State for a highway right-of-way over public lands, under section 17 of the Federal Highway Act of November 9, 1921 (42 Stat. 216; 23 U.S.C. sec. 18) have been examined and found to conform to the regulations. The Public Roads Administration has determined that the land is necessary for the purpose specified in the act.

Pursuant to the above-mentioned act and the regulations thereunder (43 CFR secs. 244.54 and 244.56) the right-of-way over the public lands as shown on the above-mentioned map is approved, subject to all valid existing rights, but reserving rights-of-way for canals and ditches constructed under authority of the United States, and subject further to the stipulation that the State shall not discriminate against any employee or applicant for employment because of race, creed, color or national origin and shall require an identical provision to be included in all subcontracts. The approval is also subject to the special stipulation that a cattleguard may be constructed at the point where a proposed drift fence will cross the right-of-way near the north line of the $E\frac{1}{2}SE\frac{1}{4}$, sec. 32, T. 18 S., R. 45 E., W.M., located approximately midway between the highway survey stations of 120 and 130, and a point which is the survey station 156 plus 32.88 P.S.E. which is located in the $SW\frac{1}{4}SW\frac{1}{4}$ sec. 33, T. 18 S., R. 45 E., W.M.

T. 18 S., R. 45 E., W.M., Oregon
Sec. 32: $E\frac{1}{2}SE\frac{1}{4}$
Sec. 33: $SW\frac{1}{4}SW\frac{1}{4}$
T. 19 S., R. 45 E., W.M., Oregon
Sec. 4: Lots 3 & 4, $SE\frac{1}{4}NW\frac{1}{4}$, $NE\frac{1}{4}SW\frac{1}{4}$, $SW\frac{1}{4}NE\frac{1}{4}$, $SE\frac{1}{4}$
Sec. 3: $W\frac{1}{2}SW\frac{1}{4}$, $SE\frac{1}{4}SW\frac{1}{4}$, $SW\frac{1}{4}SE\frac{1}{4}$
Sec. 10: $NE\frac{1}{4}NW\frac{1}{4}$, $W\frac{1}{2}NE\frac{1}{4}$, $SE\frac{1}{4}NE\frac{1}{4}$, $N\frac{1}{2}SE\frac{1}{4}$, $SE\frac{1}{4}SE\frac{1}{4}$

T. 19 S., R. 45 E., W.M., Oregon
Sec. 11: $SW\frac{1}{4}SW\frac{1}{4}$
Sec. 14: $W\frac{1}{2}W\frac{1}{2}$, $NE\frac{1}{4}SW\frac{1}{4}$, $SE\frac{1}{4}SW\frac{1}{4}$, $SW\frac{1}{4}SE\frac{1}{4}$
Sec. 15: $NE\frac{1}{4}NE\frac{1}{4}$
Sec. 23: $NE\frac{1}{4}NW\frac{1}{4}$, $NW\frac{1}{4}NE\frac{1}{4}$

— Less than 6 miles

NOTED
E. F. Chidsey

One tracing map showing the location of the highway and the copy hereof will be forwarded to the Director for appropriate notation of the records. Five copies hereof are being forwarded to the Public Roads Administration which agency will advise the State of the action taken.

Manager

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 11, 1957

Land Office
Bureau of Land Management
United States Dept. of the Interior
1001 N. E. Lloyd Blvd.
Portland 8, Oregon

File No. 26084 - Right of Way
Vale-Grand Avenue Section
Vale-Owyhee County Road
Revision of and Amendment to
Oregon 05020

Attention: Irving W. Anderson
Manager

Gentlemen:

Enclosed are two identical tracings and four copies thereof, showing the right of way desired by the State of Oregon, by and through its State Highway Commission, in

AMENDMENT TO OREGON 05020
T. 18 S., R. 45 E., W. M., Malheur County
sec. 32, E½SE¼
sec. 33, SW¼SW¼
T. 19 S., R. 45 E.
sec. 4, N½NW¼, SE¼NW¼, NE¼SW¼, SW¼NE¼, SE¼
sec. 8, W½SW¼, SE¼SW¼, SW¼SE¼
sec. 10, NE¼NW¼, W½NE¼, SE¼NE¼, N½SE¼, SE¼SE¼
sec. 11, SW¼SW¼
sec. 14, W½W½, NE¼SW¼
sec. 15, NE¼NE¼
REVISION OF OREGON 05020
T. 19 S., R. 45 E.
sec. 14, SE¼SW¼, SW¼SE¼
sec. 23, NE¼NW¼, NW¼NE¼

RECEIVED
MAR 12 1957
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN D. GRAHAM

for the widening and relocating of the Vale-Grand Avenue Section of the Vale-Owyhee County Road, Oregon Federal Aid Route No. FAS 515.

On February 13, 1957, your office rendered a decision for right of way on part of the Vale-Grand Avenue Section of the Vale-Owyhee County Road. Please note that the alignment of the highway has been changed in Sections 14 and 23. On the map, we have marked this portion as Revision of Oregon 05020. We are requesting that the additional right of way be considered an amendment to Oregon 05020.

There are also enclosed three copies of a stipulation regarding non-discrimination.

NOTED
C. G. SWENSON

The State of Oregon, by and through its State Highway Commission, hereby makes application for this land under Section 17 of the Federal Highway Act of November 9, 1921 (42 Stat. 216; 23 U.S.C. sec. 18). In accordance with the regulations under Title 43 (Part 244.55), the State of Oregon is making this application on behalf of the County of Malheur.

There is no merchantable timber to be cut from the above-described right of way.

When you have determined that the above-described land is unpatented public domain, will you please sign the certificate on the map and return one approved print to this office so that the contractor may proceed with construction. We will expect your decision when the necessary field reports have been received in your office.

Yours very truly,

ROBERT L. MAY, JR.
Acting Chief Counsel

EFS:wo

Encls. 2 cc letter, 2 tracings,
4 prints, 3 copies stip.
cc: Bureau of Public Roads (2)
2 prints, 2 copies stip.
cc: City-County Relations Eng.
1 print, 1 copy stip.
cc: Div. Engr. Parson
1 print
cc: R. L. Porter

File No. 26084
Revision of and Amendment to
Oregon 05020

Application for Right of Way

Serial No. Oregon 05020

STIPULATION

The undersigned, applicant for the appropriation of

AMENDMENT TO OREGON 05020
T. 18 S., R. 45 E., W. M., Malheur County
sec. 32, $E\frac{1}{2}SE\frac{1}{4}$
sec. 33, $SW\frac{1}{4}SW\frac{1}{4}$
T. 19 S., R. 45 E.
sec. 4, $N\frac{1}{2}NW\frac{1}{4}$, $SE\frac{1}{4}NW\frac{1}{4}$, $NE\frac{1}{4}SW\frac{1}{4}$, $SW\frac{1}{4}NE\frac{1}{4}$, $SE\frac{1}{4}$
sec. 3, $W\frac{1}{2}SW\frac{1}{4}$, $SE\frac{1}{4}SW\frac{1}{4}$, $SW\frac{1}{4}SE\frac{1}{4}$
sec. 10, $NE\frac{1}{4}NW\frac{1}{4}$, $W\frac{1}{2}NE\frac{1}{4}$, $SE\frac{1}{4}NE\frac{1}{4}$, $N\frac{1}{2}SE\frac{1}{4}$, $SE\frac{1}{4}SE\frac{1}{4}$
sec. 11, $SW\frac{1}{4}SW\frac{1}{4}$
sec. 14, $W\frac{1}{2}W\frac{1}{2}$, $NE\frac{1}{4}SW\frac{1}{4}$
sec. 15, $NE\frac{1}{4}NE\frac{1}{4}$
REVISION OF OREGON 05020
T. 19 S., R. 45 E.
sec. 14, $SE\frac{1}{4}SW\frac{1}{4}$, $SW\frac{1}{4}SE\frac{1}{4}$
sec. 23, $NE\frac{1}{4}NW\frac{1}{4}$, $NW\frac{1}{4}NE\frac{1}{4}$

for use as right of way for the Vale-Grand Avenue Section of the Vale-Owyhee County Road, expressly agrees to accept the approval of the application subject to the following terms and conditions:

The applicant agrees not to discriminate against any employee or applicant for employment because of race, creed, color or national origin, in the construction, operation and maintenance of this proposed right of way, and to require an identical provision in all sub-contracts.

STATE OF OREGON, by its
State Highway Commission

Robert L. May, Jr. /s/
ROBERT L. MAY, JR.
Acting Chief Counsel

Dated: March 11, 1957

10 C - 29 - 3

R/W 26084

CERTIFICATE

AMENDMENT TO OREGON 05020

T. 18 S., R. 45 E., W.M., Malheur County
Sec. 32, $E\frac{1}{2}SE\frac{1}{4}$
Sec. 33, $SW\frac{1}{4}SW\frac{1}{4}$
T. 19 S., R. 45 E.
Sec. 4, $N\frac{1}{2}NW\frac{1}{4}$, $SE\frac{1}{4}NW\frac{1}{4}$, $NE\frac{1}{4}SW\frac{1}{4}$, $SW\frac{1}{4}NE\frac{1}{4}$, $SE\frac{1}{4}$
Sec. 3, $W\frac{1}{2}SW\frac{1}{4}$, $SE\frac{1}{4}SW\frac{1}{4}$, $SW\frac{1}{4}SE\frac{1}{4}$
Sec. 10, $NE\frac{1}{4}NW\frac{1}{4}$, $W\frac{1}{2}NE\frac{1}{4}$, $SE\frac{1}{4}NE\frac{1}{4}$, $N\frac{1}{2}SE\frac{1}{4}$, $SE\frac{1}{4}SE\frac{1}{4}$
Sec. 11, $SW\frac{1}{4}SW\frac{1}{4}$
Sec. 14, $W\frac{1}{2}W\frac{1}{2}$, $NE\frac{1}{4}SW\frac{1}{4}$
Sec. 15, $NE\frac{1}{4}NE\frac{1}{4}$

REVISION OF OREGON 05020

T. 19 S., R. 45 E.
Sec. 14, $SE\frac{1}{4}SW\frac{1}{4}$, $SW\frac{1}{4}SE\frac{1}{4}$
Sec. 23, $NE\frac{1}{4}NW\frac{1}{4}$, $NW\frac{1}{4}NE\frac{1}{4}$

Date:

I hereby certify that unpatented lands of the United States are affected by this application.

Manager, Land Office

3°30' CL
Δ=49°13'30"
T=1002.69

500' SPIRALS
S 8°45'
a 0.7

400

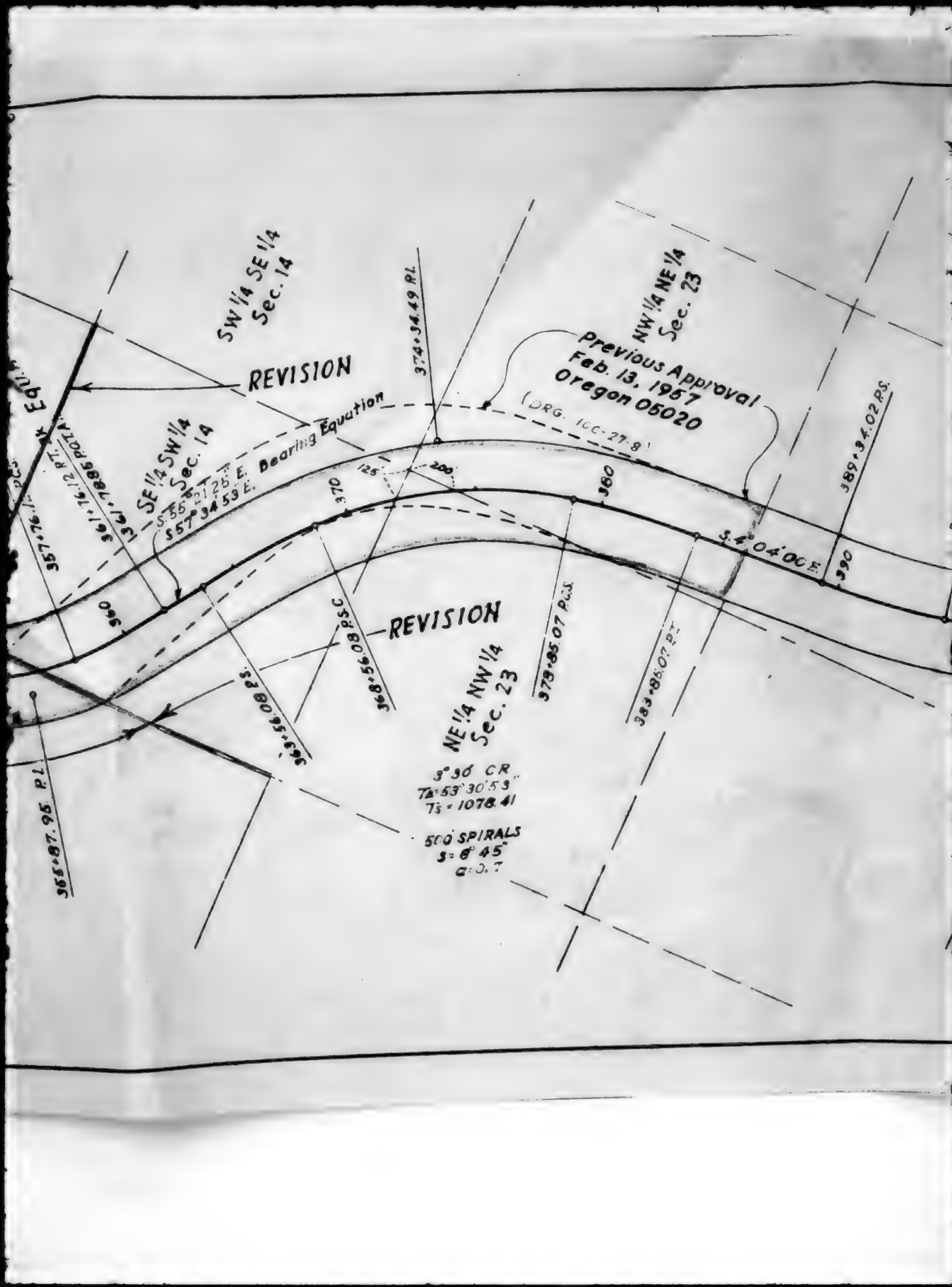
23

540'

399+36.71 P.I.

Revision and Amendment to Oregon 05020

OREGON STATE HIGHWAY DEPARTMENT	
Owner	U.S. Government
For	Right of Way
County Road	FAS 515 Vale-Owyhee
County	Malheur
Scale: 1 in = 400 feet	Date: Feb. 27, 1957


SW 1/4 SE 1/4
Sec. 14
REVISION
374+34.49 P.I.
NW 1/4 NE 1/4
Sec. 23
Previous Approval
Feb. 13, 1957
Oregon 05020
(DRG. 100-27-8)
SE 1/4 SW 1/4
Sec. 14
S 55° 21' 25" E. Bearing Equation
S 57° 34' 53" E.
370
125
200
380
389+34.02 P.S.
S 4° 04' 00" E.
390
360
357+76.12 P.I.
361+78.86 POT.
REVISION
368+56.08 P.S.C.
NE 1/4 NW 1/4
Sec. 23
379+85.07 P.C.S.
383+85.07 P.T.
3° 30' CR
Ta = 53° 30' 53"
Ts = 1078.41
500' SPIRALS
s = 8° 45'
q = 3.7
365+97.95 P.I.

T. 19 S., R. 45 E., W. M.

NE 1/4 SW 1/4 Sec. 14

5° C.L
Ta=40°50'05"
Ts 628.52

400' SPIRAL
S=10°00'
a=1.25

AMENDMENT

320

330

340

S.14°31'20"E.

349.59.43 P.S.

353.59.43 P.S.C.

700'

350

200'

W 1/2 W 1/2 Sec. 14

732.5

AMENDMENT

15

14

320-65.94 P.T.
320+17.73 POT.

4 PC.S

NE 1/4 NE 1/4 Sec. 15

SW 1/4 SW 1/4 Sec. 11

SE 1/4 SE 1/4 Sec. 10

N 1/2 SE 1/4 Sec. 10

O°30'CR
Ta 14°30'30"
Tr 1592.91

200' SPIRALS
S=0°30'
a=0.25

318.65 P.

304.89.80 Pl.

289.96.89 PS.

290.96.89 PSC

85

245

310

300

290

10 + 11

Sec. 10

S.29°21'50"E.

270

W 1/2 NE 1/4 Sec. 10

259.87.39 PT

260

256.87.39 P.C.S.

254.32.99 P.S.C.

251.32.99 P.S.

255.64.16 P.T.

NE 1/4 NW 1/4 Sec. 10

4° C.R.
Ts=22.10.39
Ts=431.17

90' Spirals
S=2°00'
C=1°46'

200'

200'

250

200'

260

200'

200'

259.87.39 P.T.

SW 1/4 SE 1/4 Sec. 3

SE 1/4 SW 1/4 Sec. 3

W 1/2 SW 1/4 Sec. 3

A. 3 9 10

259+87.39 PT

200

285+64.16 PT

256+87.39 PCS

256+32.99 PSC

4° C.R.
I=22°-0' 33"
T=431.17'
300' SPIRALS
S=3°-00'
e=1 1/2"

251+32.99 PS

250

240

233+94.75 PT

230+9+.15 PCS

230

4° C.R.
I=43°-29'
T=845.59'
300' SPIRALS
S=7°-00'
e=1 1/2"

167.5'

22'+01.63 PST

218+01.63 PRC

226+

SE 1/4 Sec. 4

NE 1/4 SW 1/4 Sec. 4

SW 1/4 NE 1/4 Sec. 4

208+97.59 P.I.

226+17.22 P.I.

Δ 76°45'08" 210

211+87.39 PCS

214+87.39 PT

205+07.51 PSC

202+07.51 PS

200

210

S44°27'30"E.

183+42.22 PT

181+42.22 PCS

190

4

A 3

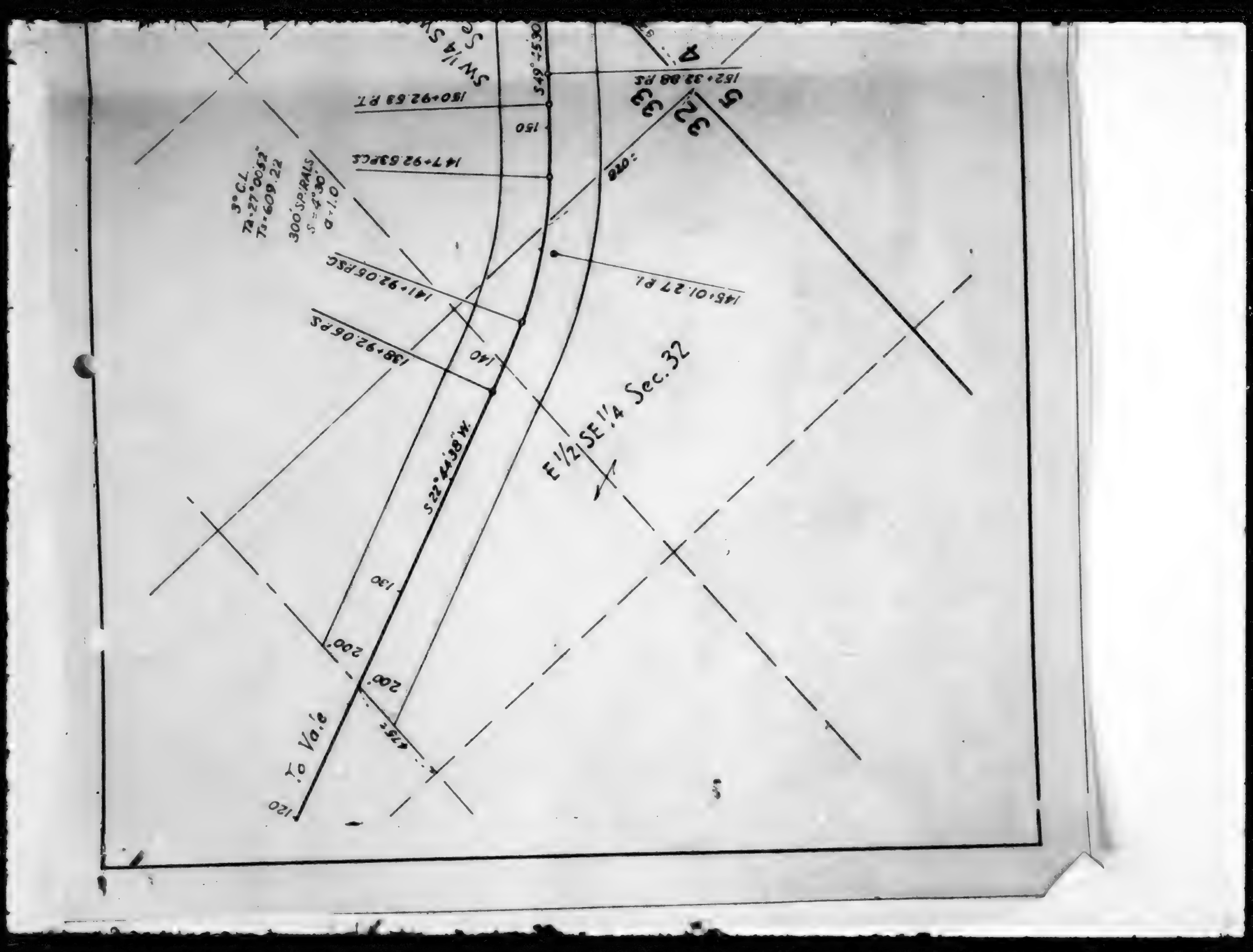
1065'

Tan. Spirals
Tt. 99.00
Sp. 47.34
Sp. Spirals
S=9°00'00"
D=2°00'00"

C.L.
S00°15'
39.92
Spirals
00.00
00

4

T. 18 S. R. 45 E. W.M.
T. 19 S. R. 45 E. W.M.
33
4
Sec. 4
SE 1/4 NW 1/4 Sec. 4
NW 1/4 SW 1/4 Sec. 33
SW 1/4 SW 1/4 Sec. 33
N 1/2 NW 1/4 Sec. 4
5
32
33
4
180
170
150
180
180
180+07.06 EL
176+67.13 PS
171+67.13 PSC
181+42.22 PCS
168+48.28 PT
164+48.29 PCS
160+50.31 PL
156+32.88 PSC
152+32.88 PS
150+92.63 PT
147+92.63 PCS
S 26° 27' 05" E
S 49° 45' 30" E
2° C.R.
Ta=24° 18' 25"
T=817.43
400' SPIRALS
S=4° 00'
e=0.5
3° C.L.
Ta=27° 00' 52"
T=609.22
600' SPIRALS
S=4° 30'
e=1.0
200' SPIRALS
S=4° 00'
e=2.00
4° C.L.
Ta=19° 00'
T=339.


SW 1/4 Sec.
549°+53.0
A
152+33.88 PT
5
32
33
150+92.63 PT
150
147+92.63 PCS
3° C.L.
Δ=27°00'52"
T=609.22
300' SPIRALS
S=4°30'
Δ=1.0
145+01.27 PT
141+92.06 PSC
138+92.06 PS
140
S 22°44'38" W.
E 1/2 SE 1/4 Sec. 32
130
200'
200'
175'
To Va.
120

RECEIVED
MAY 2 - 1957
FOR FILING

May 1, 1957

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4918, which was awarded to you on April 8, 1957 by the State Highway Commission, for grading and oiling on the N. Unit, Vale-Grand Ave. Section of Lytle Boulevard in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm

Encl.

RECEIVED
APR 21 1957
FOR FILING

April 22, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 12, 1957, on Contract No. 4918, North Unit, Vale-Grand Avenue Section, in Malheur County, in connection with Federal Aid Project No. S-21(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DEF'er

Form A-180—1036—7-56

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Malheur County
Vale, Oregon

Attn: County Court

RECEIVED
APR 1 1957
ENGINEER'S

Invoice No. 50105

Date April 9, 1957

Your Req. No.

Billing Request No. oc - 310

Credit distribution: 523-1075-297

Advance Deposit	37,900.00
Partial transfer county's share total cost.	
North unit, Vale-Grand Avenue Section, FAS 515, covered by agreement dated March, 1957. Contract No. 4918.	31,900.00
To be retained	86,000.00

NOTED
[illegible]

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

State Printing 96068

Please make this deposit by means of a check or warrant in the amount of $37,900 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

Deposit Recd 4/1/57
Cont # 4918 4/8/57

JFH:mm

NOTED
JOHN D. GRAHAM

March 28, 1957

Malheur County Court
Courthouse
Vale, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Gentlemen:

On March 28th a satisfactory bid was received from Babler Bros., Inc., of Portland for construction of the North Unit, Vale-Grand Avenue Section of FAS 515. As per the agreement between county and state, the following advance deposit is required of the county:

Bid Items	$167,625.00
Anticipated Additional Items	850.00
12-1/2% Engineering & Contingencies	21,059.38
Estimated Total Cost.....	$189,534.38
County's Advance Deposit of 20%....	$ 37,900.00

Please make this deposit by means of a check or warrant in the amount of $37,900 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

Deposit Rec'd 4/1/57 Cont #4918 4/8/57

NOTED
JOHN D. GRAHAM

RECEIVED
APR 11 1957
FOR FILING
J-21(5)
4918

April 8, 1957

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on March 28, 1957, accepted your proposal for grading and oiling on the N. Unit, Vale-Grand Avenue Section of the Lytle Boulevard Road in Malheur County, for the sum of $167,625.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4918.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

NOTED
J. Mc C.

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: R. G. Savage (SIAC)
Tom Edwards
S. H. Probert

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

ATTENTION: Dorothy McCormack

Modern Highways
c/o Scranton Publishing Company, Inc.
185 N. Wabash Avenue
Chicago 1, Illinois

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

1206 (4-53)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 8, 1957
11:10 a. m.

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Contract for grading and oiling on the N. Unit, Vale-Grand Avenue Section of Lytle Boulevard Road, Malheur County, for which you submitted low bid on March 28, 1957, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

Secretary

rm
Attach: 5

RECEIVED
APR 13 1957
FOR FILING
L-2189
4918

Salem, Oregon
April 3, 1957

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

Maint. 302
Finance - 153

Attention: Mr. John D. Graham
Office Engr.

Attached hereto are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Malheur County covering the North Unit, Vale-Grande Avenue Section of FAS 515.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Malheur County.

Secretary

rm
Attach: 5

FORM E30—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1957

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: FAS Project Agreements
FAS 515, Malheur County

Attached are three copies of a finance agreement covering the North Unit, Vale-Grand Avenue section of FAS 515 in Malheur County. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on September 27, 1956.

John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date March 22, 1957

AUTHORIZED BY HIGHWAY COMMISSION
DATE 9-27-56 Minute Page 39
Secretary

RECEIVED
APR 3 - 1957
FOR FILE
L.21(2)
4918

April 3, 1957

County Court of Malheur County
Court House
Vale, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Malheur County one fully executed copy each of a maintenance agreement and finance agreement between the State Highway Commission and Malheur County covering the North Unit, Vale-Grande Avenue Section of FAS 515.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

ON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 19, 1957

Salem, Oregon

SUBJECT: Files 26082-83
Vale-Grand Avenue
Vale-Owyhee County Road

To: Mr. Tom Roberts
Construction Engineer
OFFICE

NOTED
John F. Hagemann

Attached for distribution are two signed copies of options on the North Unit Vale-Grand Avenue Section of the Vale-Owyhee County Road by Malheur County. These were received in the mail yesterday morning direct from Malheur County without a letter of transmittal. Only these two sets of options were forwarded to the County-City Relations Office on February 21st. You will note there are no special provisions or considerations stated in the options.

EARL F. SALING
Right of Way Office Manager

EFS:jm
Encls: 2 Options

cc: Clarence Swenson

cc: R. L. Porter

NOTED
JOHN D. GRAHAM

NOTED
C. C. SWENSON

FORM E-30X—67,500—2-59—62007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 21, 1957
Salem, Oregon

To:
C. G. Swenson
O F F I C E

SUBJECT:
Options
Vale-Grand Avenue Sec.
Vale-Owyhee County Rd.

Attached you will find 2 option forms in quadruplet covering right of way to be acquired in connection with Vale-Grand Avenue Section of the Vale-Owyhee County Road in Malheur County. This contract is scheduled for letting in March, 1957.

Please have the County return at least a conformed copy of the signed options, executed deeds or other instruments in order that the Highway Engineers may be advised of the complete terms of each transaction.

We will send you prints covering this area as soon as they are completed.

26082	Malheur County	1.7 acres
26083	O. E. Carman	3.3 acres

EARL F. SALING
Right of Way Office Manager

MM
encl. 2 options

cc: R. L. Porter
cc: R. W. Cozad

JFH:mm

NOTED
Harold C. Ayers

MEMO TO J. W. NASH 2/8/57

FAS 515, MALHEUR COUNTY
NORTH UNIT, VALE-GRAND AVENUE SECTION

From a point approximately 1.1 miles south of the junction of FAS 515 with FAP Route 5 at Vale, southeasterly to the northerly end of Oregon Project S-21(4), S. Unit, Vale-Grand Avenue section, constructed in 1956.

Grade and drain to an improved grade and alignment, place base material, and construct a type O-11 oil mat wearing surface 20' in width with 4' shoulders.

Project Length: 6.2 miles

Funds:		
	Federal	$156,000
	State	52,000
	County	52,000
	Total..	$260,000

The existing road within the limits of the project is an 18' wide light gravel wearing surface on a 20' wide roadway.

The existing road adjacent to the north end of the project is a light gravel wearing surface 18' in width on a 20' wide roadway. The existing road adjacent to the southerly end of the project is a 20' wide type O-11 oil mat wearing surface with 4' shoulders. This section was constructed in 1956 under Oregon Project S-21(4).

The existing grade and alignment within the project limits and adjacent to the northerly end of the project were constructed without benefit of survey and follow the ground line and contours of the slightly rolling land.

No substandard grade and alignment adjacent to the southerly end of the project.

There are no major structures within the project limits.

There are no railroad crossings within the project limits.

No airport is involved.

Project is not affected by any water development project.

There is no revision or addition to the FAS System involved.

FAS Route 515 serves as the principal and most direct connecting route between the county seat at Vale and the city of Nyssa with its adjacent highly productive, irrigated farming area. The county plans to complete the improvement of the northerly 1.1 miles of this route as funds become available.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

JFH:mm

NOTED
Harold C. Ayers

Salem, Oregon
February 7, 1957

North Unit, Vale-Grand Avenue Section
FAS 515, Malheur County

Mr. Tom Edwards
O F F I C E

NOTED
J. F. HAGEMANN

The field data on the subject named project has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

Additional FAS funds are available for this project up to a total project cost of $282,000; however, since Mr. Bickmore's letter indicates that the county is agreeable to deleting the northerly 1.1 miles at this time and the job has been worked up on this basis, it is thought desirable to proceed accordingly. Also, it would appear that a substantial share of the $57,000 available in addition to the $225,000 programed will be required for the project as submitted since the unit prices in the field estimate appear to be low and there is a $7,200 error in the extension of Item 14 (gravel in cushion course).

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: V. G. O'Neil
Frank Hall

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

FORM E-123 , 25M REVISED 9-54

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. Mc IVER, MEMBER
Portland
H. B. GLAISYER
Secretary

R. G. WILLIAMS
State Highway Engineer
FORREST COOPER
Deputy State Hwy. Engr.
E. W. ENFIELD
Chief Counsel

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 5, 1956

County Court
Malheur County Courthouse
Vale, Oregon

Gentlemen:

The State Highway Commission at its meeting on September 27 approved the following 1958 and 1959 County FAS project:

Grading, surfacing and oiling a 7-mile section of FAS 515, being the North Unit, Vale Grand Avenue.....$225,000.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc: J. W. Cattrall

NOTED
V. R. JONES

NOTED
Harold C. Ayers

October 1, 1956

Malheur County Court
Courthouse
Vale, Oregon

NOTED
J. F. HAGELMANN

NOTED
J. W. CATTRALL

Gentlemen:

On September 27th the Highway Commission approved the project as shown in the attached tabulation for construction with FAS funds available to Malheur County.

A survey and preparation of plans and specifications is now required prior to contracting. The survey will be under the supervision of our division office in La Grande. If you have any questions on this matter, please contact this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

MALHEUR COUNTY
PROPOSED PROJECT

FAS 515 - North Unit, Vale-Grand Avenue, Approximately 7 Miles, $225,000. This section extends from the intersection of FAS 515 (Lytle Boulevard) with FAP Route 5 (Central Oregon Highway) southerly to the north end of the South Unit, Vale-Grand Avenue Section, Oregon Project S-21(4), presently being constructed under Contract No. 4772.

The proposed project is to grade, place base material, and construct an O-11, with binder, 20' in width with 4' shoulders. The location will generally follow the existing road with the exception of the north end. Relocation of this northerly end with a view towards connecting with the Central Oregon Highway at a more desirable point than the present intersection should be studied.

Additional FAS funds are available for this project if required.

County of Malheur

NOTED
V. R. JONES

OFFICE OF
COUNTY COURT

G. Y. CHESTER,
County Judge
A. P. GOODELL,
Commissioner
L. E. HAMMACK,
Commissioner

VALE, OREGON
Sept 11, 1956

NOTED
Harold C. Ayers

OREGON
State Highway Department
Salem, Oregon

Dear Sirs:-

Mr. John W. Cattrall
Engineer, County and City Relations

Dear Mr. Cattrell:-
We the county court of Malheur County, L. E. Hammack Commissioner, Jamieson, Oregon George Cleaver Nyssa, Oregon And G. Y. Chester County Judge Vale, Oregon

Do here by pray of the Oregon Highway Department to provide sufficent funds to complet the Lyttle Boulevard, at this time.

For the various reasons. We feel that while State Engineer or on the job, and we have a contractor working it would be cheaper for the State, Also we should get a good bid from the Contractor as he still is on the job.
Also we people of Malheur County think this road is over due at least twenty years.
We the County Court, have in the road fund sufficant moneys to furnish our part to the State, and will do so upon requst.

So please do all you can for us, We will greatly appreciate what you do,
Again I wish to thank you for all past favors, Hoping to receive a favorable reply soon.

We will remain.
Yours very truly,
Malheur County Court,
G. Y. Chester
G. Y. Chester
County Judge

RECEIVED
SEP 12 1956
ENGR. & SUR.
COUNTY & CITY RELATIONS

RECEIVED
FEB 17 1958
FOR FILING

NOTED
W. G. WILLIAMS

W. C. Williams

February 11th, 1958

FINAL COST ANALYSIS
Oiling
Russell Olson Construction Co.
C. D. Cannon, Resident Engineer

Cove Ave. & Fruitdale Road
Contract #4919

Cove Ave. & Fruitdale Road
Prefix 531-1038

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Subgrade	2.3	Mile	$300.00	$263.50	$ 606.41	$ 690.00
3/4"-0 Mat'l. in Leveling Course	1,900	Cu. Yd.	3.00	3.14	5,966.20	5,700.00
Sprinkling	116.78	M/Gal.	3.00	1.46	170.16	350.34
Preparation of Base	3.9	Mile	100.00	87.84	342.59	390.00
3/4"-0 Mat'l. in Binder Course	350	Cu. Yd.	3.50	3.28	1,147.02	1,225.00
Furnishing and Placing Aggregates	2,360	" "	3.50	3.28	7,734.29	8,260.00
MC-2 Asphalt in Binder Course	57.37	Ton	50.00	42.98	2,465.94	2,868.50
120-150 Asphalt	171.59	"	48.00	40.76	6,995.51	8,236.32
RS-1 Asphalt	51.5	"	50.00	42.56	2,192.12	2,575.00
Force Account (State Participation of Flagging)					145.49	145.49
					$27,765.73	$30,440.65

Gross Revenue	$30,440.65
Total Cost	27,765.73
Net Profit	$ 2,674.92

Net Profit Equals 8.78% of Gross Revenue

Detail of Cost

Labor:

Labor and Supervision	$ 2,560.13	
Labor Insurance	147.61	
Health and Welfare	60.81	
		$ 2,768.55

Equipment Rental and Misc. Supplies:

Equipment Rental, Owned	$ 708.81	
" " , Hired	1,964.70	
Gas, Oil and Grease	317.21	
Small Tools and Misc. Supplies	125.57	
Bond	163.25	
Move In	257.68	
Home Office and General Overhead	272.92	
		3,810.14

Materials:

MC-2 Asphalt	57.37	Ton	at $29.25	$ 1,678.07	
120-150 Asphalt	171.59	"	" 27.00	4,632.93	
RS-1 Asphalt	51.50	"	" 31.80	1,637.70	
Freight on Asphalt				2,865.84	
Cr. Aggregate Obtained from LaGrande Concrete Pipe Co.	4610	Cu. Yd.	" 2.25	10,372.50	
					21,187.04

Total Cost $27,765.73

Remarks:

This was a "Federal Aid Secondary Project" consisting of the construction of 2.30 miles of stone leveling course and shoulders involving 1,900 cubic yards of crushed gravel materials and the construction of 3.90 miles of Type O-11 oil mat wearing surface with binder course.

This project was bid March 28th, 1957, awarded April 9th, 1957 and completed September 14th, 1957.

The contractor moved onto this project Wednesday, August 28th, and began shaping up existing surface and placing leveling course. Leveling course on Fruitdale Road was completed August 29th. The contractor then moved off the project and went to the East Unit, Black Bridge-Richland Section.

The contractor returned to this project September 6th and began placing first course of Type O-11 oil. The final seal was completed the following Wednesday and maintained the balance of the week.

The crushed materials were obtained from the LaGrande Concrete Pipe Company at Island City.

A fair profit was made on this project, but I believe that a larger margin of profit would have been made had the contractor been able to do the oiling on the Iowa School-LaGrande project as he had planned to do in conjunction with this contract.

M. N. Juve
Chief Cost Analyst

By . . Gordon K. Hanson

RECEIVED
DEC 16 1957
FOR FILING

files

OREGON STATE HIGHWAY DEPARTMENT
(date)

326(2) +
(CONTRACT NO.) 325(1)

(EST. NO.) (CONTRACTOR)

4919 — 3 Final — Russell Olson Construction Co. Inc.
(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

27651 — H198342 — $913.22 — 12-10-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 90 workdays from 5-15-57

Time Extensions: None

Completion Date: Sept. 14, 1957

Date Accepted: Oct. 1, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-11-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 12 1957

NOTED ON CARD

RECEIVED
DEC 3 1957
FOR FILING

4719

Dec. 2, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4919 for stone leveling course and oiling on the Cove Ave. and Fruitdale Road Section in Union County was completed by the contractor, Russell Olson Construction Co., Inc., on Sept. 14, 1957 and was formally accepted by the Highway Commission on Oct. 1, 1957.

Final payment in the amount of $913.22 will be released to the contractor on or after December 12, 1957. The total contract amount is $30,140.65, of which amount $145.49 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en

cc: Penland-Williamson Agency
Pendleton, Oregon

NOTED ON CARD

RECEIVED
OCT 8 1957
FOR FILING

Oct. 7, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Russell Olson Construction Company in connection with Contract No. 4919, for stone leveling course and oiling on the Cove Avenue and Fruitdale Roads in Union County. This payment, in the amount of $19,614.45, will be released to the contractor on or after October 17, 1957. The retained percentage is $913.22.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm

cc: Penland-Williamson Agency
Pendleton
Oregon

NOTED ON CARD

RECEIVED
SEP 21 1957
FOR FILING

September 19, 1957

Mr.C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 14, 1957, on Contract No. 4919, Cove Avenue and Fruitdale Road Section, in Union County, in connection with Federal Aid Project Nos. S-326(2) and S-335(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
cc: Clarence G. Swenson

Form E-1—100M—7-57

12

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 13, 19 57

Section Cove Avenue & Fruitdale

Highway County County Union

Contractor Russell Olson Construction Company

Date of contract April 9, 19 57

Date work started August 28, 19 57

Project authorization . . . . . $ 37,068.75
Exclusive of engineering . . . . $ 34,432.75

Kind of work Leveling Course & Oiling

Section prefix 531-1038

Contract number 4919

Specified work days 90

Work days used 58

Per cent of time elapsed 64 %

Estimated cost of completed project, exclusive of engineering $30,500.00

Estimated per cent overrun or underrun . . . . . 11 %

Per cent of contract completed, based on total contract price . . . . . 89 %

Engineering authorization . . . . $ 2636.00

Engineering cost to date $ 500.00, 19 %

Date project was completed 9-14, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed final seal on Wednesday, maintaining remainder of week through Saturday.

Job completed

Semi-final will be submitted next week.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
SALEM

NOTED

NOTED C. E. ENGINEER

Signed

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		2.30		3.90	
Miles partially completed		—		—	
Miles completed		2.30		3.90	
Total estimated quantities (contract)		2,500		2,840 cy 284 tons	
Total quantities corrected to date		1,900		2,710 cy. 231 tons	
Estimated quantities moved or placed to date		1,900		2,710 cy. 231 tons	
Average daily quantities		—			
Average daily quantities necessary to complete project on time		—		Completed	
Number shifts per day		—		1	
Hours per shift		—		8	
Average force on project for week		—		6	

Men 10

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons 4

Men and tractors

Equipment used during week: Shovels 1, Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ... 1 distributor ....., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
SEP 5 - 1957
FOR FILING

S-326 (2)
S-335 (1)
419

September 4, 1957

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 28, 1957, on Contract No. 4919, Cove Avenue and Fruitdale Road Section, in Union County, in connection with Federal Aid Projects Nos. S-326(2), S-335(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

Contract 4919

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Union
Project No. S-335(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 21st day of May, 1957, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 6th day of March, 1957, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 1.600 miles of crushed rock leveling course and 2-lane intermediate (Character of work)
type surfacing,
between FAS 478 near La Grande and FAS 481 near Island City, (Control points)
consisting of 1.600 miles of roadway and no (Number) bridges totaling ~~xxxxx~~ ~~xxxx~~ miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of thirteen thousand, two hundred and 00/100 dollars ($ 13,200.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is twenty one thousand, three hundred thirty four and 50/100 dollars ($ 21,334.50).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Raymond
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By Robert H Thompson
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By C H Polk
Engineer, Bureau of Public Roads
District

—33205

May 14, 1957

Mr. C. G. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed
[illegible] Highway Commission, for the Fruitdale Road Section, Project
[illegible]5(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]

April 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Fruitdale Road Section, Project No. S-335(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MHC:ia

Oregon State Highway Department

Federal Aid Secondary
Project No. S-335(1)

FRUITDALE ROAD SECTION

OF THE FRUITDALE ROAD IN UNION COUNTY

FAS ROUTE NO. 726

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon, April 19, 1957

Type Code 5231
Roadway (Sta. 0+00 to Sta. 116+16)(Contract No. 4919)

1.60 miles	Preparation of Subgrade	$300.00	$	480.00
1,740 cu. yds.	3/4" - 0 Material in Leveling Course	3.00		5,220.00
60 M-gals.	Sprinkling	3.00		180.00
2.20 miles	Preparation of Base	100.00		220.00
190 cu. yds.	3/4" - 0 Material in Binder Course	3.50		665.00
1,380 cu. yds.	Furnishing and Placing Aggregates	3.50		4,830.00
30 tons	MC-2 Asphalt in Binder Course	50.00		1,500.00
100 tons	120-150 Asphalt	48.00		4,800.00
30 tons	RS-1 Asphalt	50.00		1,500.00
	Subtotal		$	19,395.00
	10% Engr. & Cont.			1,939.50
	Total		$	21,334.50

Length of Roadway 1.600 Miles
Cost Per Mile $13,334.06

Federal Funds	$ 13,200.00
State Funds	4,067.25
County Funds	4,067.25
	$ 21,334.50

Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oreg
County Union
Project No. S-326(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 21st day of May, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 6th day of March, 1957, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 2.100 miles of crushed rock leveling course and 2-lane intermediate type surfacing, (Character of work)

between a point on FAS 481 north of Island City and another point on FAS 544 south of Island City, (Control points)

consisting of 2.100 miles of roadway and no (Number) bridges totaling ____ miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of nine thousand, and 00/100 dollars ($ 9,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is fourteen thousand, five hundred eighty and 50/100 dollars ($ 14,580.50).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Raymonds
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By Robert H Thompson
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

H. A. Elliott
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By C. H. Wolk
Division Engineer, Bureau of Public Roads
District

—33205

May 14, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Cove Avenue Section, Project No. S-326(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EMC:ia

April 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Cove Avenue Section, Project No. S-326(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MCCifa

Oregon State Highway Department

Federal Aid Secondary
Project No. S-326(2)

COVE AVENUE SECTION OF THE

COVE AVENUE ROAD IN UNION COUNTY

FAS ROUTE NO. 476

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon, April 19, 1957

Type Code 5231
Roadway (Sta. 0+00 to Sta. 89+76)(Contract No. 4919)

0.70 mile	Preparation of Subgrade	$300.00	$ 210.00
760 cu. yds.	3/4" - 0 Material in Leveling Course	3.00	2,280.00
30 M-gals.	Sprinkling	3.00	90.00
1.70 miles	Preparation of Base	100.00	170.00
200 cu. yds.	3/4" - 0 Material in Binder Course	3.50	700.00
1,070 cu. yds.	Furnishing and Placing Aggregates	3.50	3,745.00
32 tons	MC-2 Asphalt in Binder Course	50.00	1,600.00
70 tons	120-150 Asphalt	48.00	3,360.00
22 tons	RS-1 Asphalt	50.00	1,100.00
	Subtotal		$ 13,255.00
	10% Engr. & Cont.		1,325.50
	Total		$ 14,580.50

Length of Roadway 2.100 Miles
Cost Per Mile $6,943.09

Federal Funds	$ 9,000.00
State Funds	2,790.25
County Funds	2,790.25
	$ 14,580.50

Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1921; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
APR 24 1957
FOR FILING

April 23, 1957

Russell Olson Construction Co., Inc.
144 S. E. First St.
Pendleton, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4919, which was awarded to you on April 9, 1957 by the State Highway Commission, for stone leveling course and oiling on the Cove Avenue and Fruitdale Road in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

[redacted]
enc.

RECEIVED
APR - 1957
FOR BLUE
FORM E-80X—37,500—8-55—63987
1.336(2)
1.336(1)
4919

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1957

SUBJECT: FAS 478 and 796
Union County

To: Mr. S. H. Probert
OFFICE

We have received this date Union County's deposit as required in connection with the Cove Avenue and Fruitdale Road Sections of FAS 478 and 796 in that county. This project is now clear for award of a contract.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: Forrest Cooper
G. S. Paxson

NOTED
FORREST COOPER

RECEIVED
APR 10 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 11 1957
FOR FILING

April 9, 1957

Russell Olsen Construction Company, Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on March 28, 1957 accepted your proposal for leveling and oiling on the Cove Avenue and Fruitdale Road Sections of said county roads in Union County for the sum of $32,650.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4919.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

NOTED
J. Mc C.

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: R. G. Savage (SIAC)
S. H. Probert
Tom Edwards

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

ATTENTION: Dorothy McCormack

Modern Highways
c/o Scranton Publishing Company, Inc.
185 N. Wabash Avenue
Chicago 1, Illinois

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	X
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 9, 1957
3:20 p.m.

Russell Olson Construction Co., Inc.
P. O. Box 272
Pendleton, Oregon

Contract for leveling and oiling on Cove Avenue and Fruitdale Road Sections of said county roads, Union County for which you submitted low bid on March 26, 1957, awarded you today. Contract forms follow shortly.

H. B. Glaeyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5-03-200)
Files
C. W. Head

RECEIVED
APR 13 1957
FOR FILING

Salem, Oregon
April 3, 1957

Mr. C. C. Swenson
City & County Relations Dept.
O f f i c e

Attention: Mr. John D. Graham
Office Engr.

Maint. 300
Finance-151

Attached hereto for further handling are four certified copies each of two maintenance agreements and one conformed copy of a finance agreement with Union County covering the Cove Avenue and Fruitdale Road Sections of FAS 478 and 796.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Union County.

Secretary

rn
Attach

FORM E30—50M—11-55—80224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1957

SUBJECT: FAS Project Agreements
FAS 478 and 796
Union County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of a finance agreement covering the Cove Avenue and Fruitdale Road sections of FAS 478 and 796 respectively in Union County. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies each of a maintenance agreement covering the above project. After signature by the Highway Commission please return four copies of each agreement to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on January 22, 1957.

John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date March 22, 1957

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-22-57 Minute Page 29
Secretary

RECEIVED
MAR 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 8 - 1957
FOR FILING
S-326 (2)+
S-335 (1)
4919

April 3, 1957

County Court of Union County
Court House
La Grande, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Union County one fully executed copy each of two maintenance agreements and one fully executed copy of a finance agreement between the State Highway Commission and Union County covering the Cove Avenue and the Fruitdale Road Sections of FAS 478 and 796.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 3

I-f2(2) [illegible]

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FEB 11 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
February 11, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4920	7 Final	Orlando C. Bennard	
(VOUCHER NO.) 4420	(WARRANT NO.)	(AMOUNT)	(DATE)
2263	H203908	$4,187.03	2-11-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 200 workdays from 4-21-57

Time Extensions: None

Completion Date: Nov. 7, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Feb. 11, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 11 1958
G.R.W.

NOTED ON CARD

RECEIVED
JAN 31 1958
FOR FILING

(2-1)

(42-1)

Jan. 30, 1958

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

State Highway Contract No. 4920 for Clover Overcrossing of U.P.R.R. on the Meacham-Clover Section of the Old Oregon Trail Highway in Union County was completed by the contractor, Orlando C. Bennard, on Nov. 7, 1957, and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of $4,187.03 will be released to the contractor on or after Feb. 10, 1958. The total contract amount is $136,878.34, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en

NOTED ON CARD

RECEIVED
NOV 25 1957
FOR FILING

Nov. 22, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Orlando C. Bennard in connection with Contract No. 4920, for Glover O'Xing of U.P.R.R. on the Meacham-Glover Section of the Old Oregon Trail Highway in Union County. This payment, in the amount of $7,991.31, will be released to the contractor on or after Dec. 2, 1957. The retained percentage is $4,103.85.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
OCT 21 1957
FOR FILING

FORM 830—10M—2-57—1476

(6)

1240

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 23, 1957
Salem Office

SUBJECT: Pux 197-Glover O-Xing
Old Oregon Trail
OWRR & N Co.
Union County

To: Mr. Forrest Cooper ✓
Mr. G. S. Paxson
Mr. P. M. Stephenson (6)
Mr. Tom Edwards (3)
Mr. E. A. Collier (2)
Mr. A. F. Parson (2)

Herewith I hand you copy of Supplemental Order No. 35642, issued by the Public Utilities Commissioner under date of October 22, 1957, concerning impaired clearance on the above titled project.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

NOTED
FORREST COOPER

RECEIVED
OCT 23 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Order #35642

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

F-2540

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing over and across the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, near Glover, known as the GLOVER OVERCROSSING PROJECT, in the Northwest Quarter of the Southwest Quarter (NW¼ SW¼) of Section 22, Township 2 South, Range 36 East W.M., in Union County, Oregon.	)
Motion of Oregon State Highway Commission to amend Order 35032 reducing permanent vertical clearance and reducing temporary impaired vertical clearance during construction period.	) SUPPLEMENTAL ORDER

On December 13, 1956, the Public Utility Commissioner issued his Order No. 35032 granting the application of the State of Oregon, by and through its State Highway Commission, hereinafter referred to as Applicant, for authority to construct an overcrossing of the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, hereinafter referred to as Railroad, near Glover, in Union County, Oregon, known as the GLOVER OVERCROSSING PROJECT.

The last paragraph on Page 4 of said Order deals with authorization for a temporary impairment which will be created during construction by the necessary placement of falsework and reads as follows:

> "ORDERED that such temporary impairment to the standard vertical clearances as set forth in Order No. 33700 as may be required

by the placement of falsework necessary to the construction, but not to exceed 9 inches, providing thereby a vertical clearance of not less than 21 feet 9 inches above top of rail, hereby is authorized; and it is further"

Subsequent to the issuance of Order No. 35032 and the beginning of the construction, the tracks of Railroad beneath the structure were raised and the elevation at top of rail increased approximately 9 inches, thereby decreasing to that extent the vertical clearance authorized in said Order.

On May 20, 1957, Applicant filed Motion to Amend Order No. 35032 which requested authorization for an increased vertical impairment and a reduced permanent vertical clearance which would permit construction as planned.

On June 20, 1957, Railroad filed answer stating it does not objection to Applicant's Motion.

The increased track elevation and the decrease in vertical clearance will result in a temporary vertical clearance during construction of 21 feet above top of rail and a permanent vertical clearance of 22 feet 11 inches.

From the foregoing, it is concluded that no undue hazard to rail operation will be created by the temporary impairment and the reduced permanent vertical clearance described above, and that the Motion to Amend Order No. 35032 should be allowed; it is therefore

ORDERED that the last paragraph on Page 2 of Order No. 35032 is amended as follows:

"A vertical clearance of not less than 22 feet 11 inches will be provided for the revised elevation of the existing main track of Railroad between bents four and five.

Sufficient horizontal clearance will exist to permit the future construction of a second track if necessary."

and it is further

ORDERED that the second paragraph on Page 3 of Order No. 35032 is amended as follows:

"Placement of falsework during construction will necessitate the creation of a vertical impairment but a clearance will be provided to a height of not less than 21 feet above top of rail."

and it is further

ORDERED that the last paragraph on Page 4 of Order No. 35032 is amended as follows:

"ORDERED that such temporary impairment to the standard vertical clearances as set forth in Order No. 33700 as may be required by the placement of falsework necessary to the construction, but not to exceed 18 inches, providing thereby a vertical clearance of not less than 21 feet above top of rail, hereby is authorized; and it is further"

and it is further

ORDERED that all other provisions of Order No. 35032 shall remain in full force and effect.

Made and entered this 22nd day of October, 1957.

HOWARD MORGAN

Public Utility Commissioner

(OFFICIAL SEAL)

RECEIVED
FOR FILING

Form PR 2 (Revised 1950)

State Oregon
Project No. I-62(8)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of July, 19 57,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 28th day of January, 19 57, a program, which was approved on the 4th day of February, 19 57, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the Division Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 13th day of March, 19 57, and the sum of one hundred thirty four thousand, and 00/100

dollars ($ 134,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 396+90 and 399+42, northwest of Hilgard,

, length 0.048 miles, in Union County, being Oregon project No. I-62(8), consisting of 0.000 miles of roadway and one bridge, each of more than 20 feet clear span, 0.048 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred thirty four thousand, and 00/100 dollars ($ 134,000.00), which does not exceed the authorized Federal pro rata share of one hundred forty six thousand, two hundred seventeen and 00/100 dollars ($ 146,217.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

16—11370-4

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas W Raymond
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

By M L Toozer
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By C M Polk
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879-5

June 28, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Glover Overcrossing, Project No. I-62(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WWC:ia

April 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Glover Overcrossing, Project No. I-62(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MMC:ia

Oregon State Highway Department

Federal Aid
Project No. I-62(8)

CLOVER OVERCROSSING ON THE OLD OREGON

TRAIL HIGHWAY IN UNION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 19, 1957

Type Code P.E.				
All Required	Preliminary Engineering			$ 6,000.00
Type Code X521				
Clover R.R. Overcrossing (Sta. 396+00 to Sta. 399+42)(Contract No. 4920)				
365 cu. yds.	Structural Excavation		$10.00	$ 3,650.00
600 lin. ft.	Furnish Steel Piling		6.50	3,900.00
16 only	Drive Steel Piles		100.00	1,600.00
1,015 cu. yds.	Class "A" Concrete		74.00	75,110.00
242,000 lbs.	Metal Reinforcement		0.15	36,300.00
60 lin. ft.	8-inch Metal Drain Pipe		4.00	240.00
				$120,800.00
All Required	Work to be Performed by Union Pacific Co.			6,670.00
		Subtotal		$127,470.00
		10% Engr. & Cont.		12,747.00
		Total		$140,217.00

Length of Structure 0.048 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000.00	$ 5,000.00	$ 1,000.00
Structure	140,217.00	129,000.00	11,217.00
	$146,217.00	$134,000.00	$12,217.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

GLOVER OVERCROSSING

PROJECT NO. I-62(8)

WORK TO BE PERFORMED BY UNION PACIFIC CO.

Furnishing labor and materials for temporary and permanent rearrangement of signals, lines, fences, etc.	$ 7,000.00
Less Estimated Salvage	330.00
TOTAL	$ 6,670.00

Oregon State Highway Department

Federal Aid
Project No. I-62 (8)

GLOVER OVERCROSSING ON THE OLD OREGON TRAIL HIGHWAY

IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon March 8, 1957

Type Code P.E.

All Required	Preliminary Engineering	$ 6,000.00

Type Code X121
Glover R.R. Overcrossing (Sta. 396+90 to Sta. 399+42)

365 cu. yds.	Structural Excavation	$ 6.00	$ 2,190.00
600 lin.ft.	Furnish Steel Piling	7.00	4,200.00
16 only	Drive Steel Piles	80.00	1,280.00
1,015 cu. yds.	Class "A" Concrete	70.00	71,050.00
242,000 lbs.	Metal Reinforcement	0.15	36,300.00
60 lin.ft.	8-inch Metal Drain Pipe	4.00	240.00
		Subtotal	$ 115,260.00
		10% Engr. & Cont.	11,526.00
		Total	$ 126,786.00

Length of Structure.....0.048 mile.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000.00	$ 5,000.00	$ 1,000.00
Structure	126,786.00	117,000.00	9,786.00
	$132,786.00	$122,000.00	$ 10,786.00

Oregon State Highway Department

Federal Aid
Project No. I-62(8)

CLOVER OVERCROSSING ON THE OLD OREGON

TRAIL HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 8, 1957

Type Code P.E.

All Required	Preliminary Engineering	$	$ 6,000.00

Type Code 1121
Clover RR Overcrossing (Sta. 396+80 to Sta. 399+42)

365 cu. yds.	Structural Excavation	6.00	2,190.00
600 lin. ft.	Furnish Steel Piling	7.00	4,200.00
16 only	Drive Steel Piles	80.00	1,280.00
1,015 cu. yds.	Class "A" Concrete	70.00	71,050.00
242,000 lbs.	Metal Reinforcement	0.15	36,300.00
60 lin. ft.	8 Inch Metal Drain Pipe	4.00	240.00
			$115,260.00
All Required	Work to be Performed by Union Pacific Co.		6,670.00
	Subtotal		$121,930.00
	10% Engr. & Cont.		12,193.00
	Total		$134,123.00

Length of Structure 0.048 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000.00	$ 5,000.00	$ 1,000.00
Structure	134,123.00	123,000.00	11,123.00
	$140,123.00	$128,000.00	$12,123.00

Glover Overcrossing

Project No. I-62(8)

Work to be Performed by Union Pacific Co.

Furnishing Labor and Materials for temporary and permanent rearrangement of signals, lines, fences, etc.	$7,000.00
Less Estimated Salvage	330.00
Total	$6,670.00

RECEIVED
JUL 3 1957
FOR FILING

I-6.3(2)

49[illegible]

July 3, 1957

Oregon State Highway Commission

Gentlemen:

It appears that there will be an overrun of $10,756 or 7.1 per cent on the Clover Overcrossing structure on the Old Oregon Trail Highway in Union County.

Unforeseen conditions affecting the footings make it necessary to place additional piling under bents 2 and 3 and to do additional excavation work at bents 4 and 5.

This matter will be on the agenda for your consideration at the August 8-9 meeting and it is my recommendation that you approve the additional amount of $10,756 for this project.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. S. H. Probert
Mr. C. H. Maison
Mr. P. M. Stephenson

FC:fn

RECEIVED
JUN 5 1957
FOR FILING

FORM E30—12½M—6-55—80209

I-L 1(2)

1 File

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
June 4, 1957

SUBJECT: Pux 197 & R/W File No. 26132
Glover O-Xing-Old Oregon Trail
OWRR & N Co. (Union County)

To: Mr. Forrest Cooper ✓
Mr. G. S. Paxson
Mr. P. M. Stephenson (6)
Mr. E. A. Collier (2)
Mr. A. F. Parson (2)

Herewith I hand you copy of agreement with Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, with regard to the Glover Overcrossing project on the Old Oregon Trail in Union County.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

NOTED
FORREST COOPER

RECEIVED
JUN 4 1957
OFFICE OF
STATE HIGHWAY ENGINEER

PUX 197 & [illegible] File No. 26132
Glover O-Xing
Old Oregon Trail

THIS AGREEMENT made this 1st day of March 1957, by and between OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, an Oregon corporation, and its lessee UNION PACIFIC RAILROAD COMPANY, a Utah corporation (hereinafter collectively called "Railroads"), parties of the first part, and the STATE OF OREGON, by and through its State Highway Commission (hereinafter called "State"), party of the second part,

W I T N E S S E T H:

RECITALS:

1. Old Oregon Trail State Highway (hereinafter called "highway") now crosses over the Railroads' main line near Glover (present railroad station Motanic) in Union County, Oregon, said crossing being identified as No. 2A-277.8-A in the records of the Public Utilities Commissioner of Oregon.

2. The State is relocating and improving said highway between Pendleton and LaGrande, Oregon, and desires to establish a new crossing of said relocated highway in the location hereinafter described, in order to facilitate vehicular traffic on said highway. The State intends to finance said crossing project with federal funds under the Federal-Aid Highway Act of 1944, approved December 20, 1944 (58 Stat. L 838), and acts amendatory thereof and supplemental thereto (all hereinafter collectively called "Federal Act"), and the rules and regulations promulgated by federal authority thereunder (all hereinafter collectively called "Federal Regulations").

3. In conformity with Oregon law the State has applied to the Public Utilities Commissioner of Oregon and said Commissioner has granted by his Order No. 35032 dated December 13, 1956, authority for the construction of said new crossing and relocated highway over the Railroads' main line, subject to the terms, provisions and conditions stated in said order; which order designates said new crossing as No. 2A-277.85-A.

4. This agreement is made pursuant to § 366.335 ORS, for the purpose of granting to the State an easement for said relocated highway and said new crossing and for the purpose of providing for the construction and maintenance of said new crossing and related matters.

NOW, THEREFORE, it is agreed by and between the parties as follows:

Section 1. EASEMENT GRANTED.

(a) So far as they lawfully may do so, the Railroads hereby grant to the State, subject to each and all of the terms, provisions, conditions, covenants, reservations and exceptions contained in this agreement, an easement to construct and thereafter maintain, repair, renew and use said highway over and across the Railroads' property and tracks in Union County, Oregon, in the location described as follows:

> A parcel of land situate in the NW¼ of SW¼ of Section 22, Township 2 South, Range 36 East of the Willamette Meridian, in Union County, Oregon, being all that part of the 100-foot right-of-way of Oregon-Washington Railroad & Navigation Company that lies between lines parallel with and 50 feet distant on each side of the center line of relocated Old Oregon Trail Highway as surveyed and located, said center line of highway being a straight line that forms an angle of 58° 21' 09" from east to southeast with a tangent to the center line of the main track of said Railroad Company as now constructed and operated at Railroad Survey Station 660+91.73.

The property above described is represented by outline of orange color on map dated October 16, 1956, marked "Exhibit A", attached to this agreement and by this reference made part hereof. Said highway shall cross over and above the Railroads' tracks by means of an overhead viaduct to be constructed and maintained by the State as hereinafter provided and in accordance with plans and specifications hereinafter mentioned.

(b) The above-described premises shall be used by the State solely for the purposes aforesaid and not otherwise, and if at any time the property of the Railroads hereinbefore in this section described, or any part thereof, shall permanently cease to be used for the purposes aforesaid or shall be used for purposes unauthorized hereby, then the easement hereby granted as to such property or parts thereof shall cease and terminate.

(c) The State shall not use or permit use of said property of the Railroads or any part thereof, except for usual and ordinary purposes of a public highway. Such purposes shall not be deemed to include use of the property (except by the Railroads or their licensees) for railroad purposes or for the construction or maintenance of gas, oil or gasoline pipe lines. Any lines constructed on railroad property by or under authority of the State, for the purpose of conveying electric power, shall be constructed in accordance with specifications and requirements of the Railroads and in such manner as not to have any adverse effect on railroad telephone, telegraph, control or signal system lines or other facilities.

(d) The Railroads by this instrument neither grant nor intend to grant any greater estate or right than that hereinbefore expressly described, to wit, an easement for the purposes aforesaid. The easement hereby granted includes only the property described in this section and no other property of the Railroads whatsoever, and the State shall not encroach upon, occupy or use any other property of the Railroads than that hereinbefore described.

(e) The rights hereby granted shall be and are subject to all outstanding superior rights, whether public or private, and any extensions and renewals thereof.

(f) The Railroads reserve the right to use the property hereinbefore described for any and all purposes not inconsistent with the easement hereby granted, and particularly reserve the right, subject to said easement, to construct additional track, tracks or facilities upon, along, over, under and across the area described at any time and from time to time as and when the Railroads determine so to do, in such manner, however, as not to damage or impair highway facilities.

(g) The State, without expense to the Railroads, shall acquire all such property outside the Railroads' right of way as may be necessary for the construction and maintenance of the highway and its appurtenances.

(h) The State shall and will assume, bear and pay all taxes and assessments of whatsoever kind or nature, whether general, local or special, hereafter during the term of this agreement levied or assessed upon or against the property described in Section 1 (a) of this agreement, excepting taxes levied upon and against said property as a component part of the Railroads' operating property in the State of Oregon as a whole.

Section 2. CONSTRUCTION WORK.

(a) The State, at its own expense and without expense whatsoever to the Railroads, shall and will construct and complete the highway over and across the Railroads' property in the location hereinbefore described, including said overhead viaduct and approaches and appurtenances thereof, and shall furnish all labor, material and equipment necessary therefor except the labor, material and equipment to be furnished by the Railroads at the expense of the State as herein elsewhere provided.

(b) Said work shall be performed and completed in accordance with plans and specifications prepared by the State and approved by the Railroads (which are by this reference made part hereof), also in accordance with the Federal Act, the Federal Regulations and with said Order No. 35032 of the Public Utilities

Commissioner of Oregon. Said work shall be completed in a substantial and permanent manner and in such condition as not to interfere with or endanger property or operations of the Railroads or of others lawfully using their property or facilities. All falsework and other materials and structures of temporary character shall be removed from the Railroads' property by the State upon completion of the project, and said property shall be left in condition satisfactory to the Railroads.

(c) The work herein mentioned to be performed by the State shall be performed and completed with reasonable diligence and in any event within two (2) years from the date of this agreement. No part of said work shall be suspended, discontinued or unduly delayed without the Railroads' written consent and subject to such reasonable conditions as the Railroads may specify. It is understood that the Railroads' tracks at and in the vicinity of the project will be in constant or frequent use during progress of the work and that movement or stoppage of trains, engines or cars may cause delays to the State and its contractors. The State hereby assumes the risk of any and all such delays and will require its contractors to do likewise, and the State and its contractors shall and do release the Railroads from any and all loss and damage resulting from such delays.

(d) The Railroads may make any and all changes, alterations or relocations either temporary or permanent, which in their judgment may be or become necessary because of the project, and the State will reimburse the Railroads for the expense of so doing. Such reimbursement shall include any and all expense reimbursable under United States Bureau of Public Roads Memorandum 30-3 dated August 15, 1955, and any amendments thereof and supplements thereto, and bills for such reimbursement shall be paid in the manner and at the time provided therein. The work to be done by the Railroads (subject to reimbursement by the State) in connection with and as a part of the project, shall include the following:

(1) Furnish labor and material for, and perform, temporary and permanent rearrangement of signal and communication lines, right-of-way fences, signs and signals.

(2) Furnish such engineering, inspection, watchman and flagman service as in the opinion of the Railroads may be necessary to protect their property and operations.

A detailed and itemized estimate of the cost of the work described in subparagraphs (1) and (2) of this paragraph, is attached hereto, marked "Exhibit B" and by this reference made part of this agreement. Said work shall be performed at the expense of the State, and the Railroads shall be reimbursed by the State for all expenditures made by them as provided in this paragraph.

(e) The State's responsibility for safe conduct and adequate policing and supervision of the project shall not be lessened or otherwise affected by the Railroads' approval of plans or specifications or by the Railroads' collaboration in performance of any work or by the presence at the work site of railroad representatives or by compliance by the State or its contractors with any requests or recommendations made by such representatives. If a railroad inspector is assigned to the project, the State and its contractors will give due consideration to suggestions and recommendations made by such inspector for safety and protection of railroad property and operations.

Section 3. MAINTENANCE. Upon completion of the work contemplated by Section 2 of this agreement, the State at its own expense shall maintain the highway, said viaduct and all appurtenances, including drainage facilities, and the Railroads at their own expense shall maintain their railroad tracks, facilities and appurtenances.

Section 4. SAFETY MEASURES. All work of the State contemplated by this agreement (whether within or outside of railroad property) shall be performed and accomplished without interruption to or delay of operations of the Railroads or of others lawfully occupying or using their property or facilities, and without interruption to or delay of continuous railroad traffic. It is understood and recognized that safety and continuity of railroad operations and communications are of utmost importance, and in order that same may be adequately safeguarded, protected and assured and in order that accidents may be prevented and avoided, it is agreed with respect to all of said work of the State (whether within or outside of railroad property) that:

(a) Neither the State nor its contractors or subcontractors shall do, suffer or permit anything which will or may obstruct, endanger, interfere with, hinder or delay maintenance or operation of the Railroads' tracks or facilities or any communication lines or appurtenances of any thereof.

(b) The State, at its own expense, shall adequately police and supervise all work to be performed by it or its contractors or subcontractors; shall regulate the conduct thereof in such manner that the prosecution thereof will not endanger, interfere with, hinder or delay operations of the Railroads or of others lawfully using or occupying railroad property or facilities, and shall not inflict injury to persons or damage to property for the safety of whom or of which the Railroads or such others may be responsible, or to property of the Railroads or such others.

(c) If at any time the State Highway Engineer of Oregon and the Chief Engineer of the Railroads or their respective representatives shall be of the opinion that any work contemplated by

this agreement is being or is about to be done or prosecuted without due regard and precaution for safety and security, the State shall cause such work to be suspended until suitable, adequate and proper protective measures are adopted and provided.

(d) The State shall not suffer or permit debris incidental to the project or to the construction, maintenance, repair or renewal of highway facilities or appurtenances to foul the drainage ditches or ballast or roadbed of the Railroads, and if such debris is cast thereon, the State shall immediately remove same at its own expense.

(e) The State, its contractors or subcontractors, shall not place or discharge explosives upon railroad property or in such close proximity thereto as to cause injury or damage to facilities or operations thereon. If the State or its contractors or subcontractors use any explosives in the vicinity of railroad property or operations, the said explosives shall be discharged only after the giving of adequate notice to the Railroads and at such times as will not endanger railroad property and operations. Without limiting the foregoing, it is agreed that the State, its contractors or subcontractors, shall not discharge any explosives in the vicinity of the railroad tracks at any time when in the judgment of the Railroads such discharge would be dangerous or would interfere with railroad operations; and with respect to any blasting in the vicinity of the railroad tracks the State, at its own expense, shall take all measures and precautions necessary to guard and protect railroad and communication facilities against danger of damage, destruction or interference.

(f) The State shall not place any combustible material upon or about the premises of the Railroads, nor erect any structure thereon (except as herein otherwise provided), nor cause or permit the view along the tracks of the Railroads to be obstructed, nor obstruct or interfere with the drainage ditches of the Railroads.

(g) If the State, its contractors or subcontractors, shall find it necessary to excavate from existing slopes adjacent to the tracks of the Railroads or to create new slopes in the performance of any work contemplated hereby, the State, its contractors or subcontractors, shall so excavate from existing slopes and construct new slopes that the pitch of same shall not be excessive, nor create undue hazards of slides or falling rock, nor impair or endanger the clearance between said existing or new slopes and the tracks of the Railroads.

(h) The State, at its own expense, shall provide suitable facilities for draining said highway and appurtenances, and shall not suffer or permit drainage water from the same to flow or collect upon property of the Railroads. The State, at its own expense,

shall and will provide adequate passageway for the waters of any stream upon, along or across the property of the Railroads, so that said waters may not be impeded or obstructed or caused to back up and overflow the property of the Railroads or any part thereof.

(i) Before commencing work of construction or maintenance on the highway or appurtenances thereof, the State or those acting under its authority shall give reasonable notice of the time when such work shall commence, to the Superintendent of the Railroads, and shall cooperate with the Railroads in every reasonable way for the adequate protection of the railroad facilities and operations during the progress of the work.

Section 5. INJURY AND DAMAGE.

~~(a) In so far as it lawfully may do so, the State will reimburse the Railroads as part of the expense of the work contemplated by this agreement, for any expense incurred by the Railroads because of: (1) injury to or death of their officers, agents, employees, passengers or others, or (2) damage to or destruction of their property or property in their custody or other property, caused by any act or omission of the State or of its contractors, subcontractors, agents or employees, in the performance of any work contemplated by this agreement.~~ CHR MKMc

(b) If the State or its contractors, subcontractors, agents or employees, shall in the performance of any work contemplated by this agreement, injure, damage or destroy any property of the Railroads or of any other corporation, person or firm lawfully occupying property of the Railroads, the State shall restore or replace such damage at its own cost and expense.

Section 6. INSURANCE.

(a) Before work is commenced on the project, the State without expense to the Railroads shall furnish and deliver to the Railroads, or shall require each of its contractors to furnish and deliver to the Railroads, a public liability and property damage insurance policy or policies in favor of the Railroads; and the State without expense to the Railroads, at all times during the progress of and until final completion of the project, shall keep and maintain, or cause its contractors to keep and maintain, such policy or policies in full force and effect.

(b) Said public liability insurance shall provide for a limit of not less than One Hundred Thousand Dollars ($100,000) for all damages arising out of bodily injuries to or death of one person and, subject to that limit for each person, a total limit of Five Hundred Thousand Dollars ($500,000) for all damages arising out of bodily injuries to or death of more than one person in any

one occurrence. Said property damage insurance shall provide for a limit of not less than Two Hundred Thousand Dollars ($200,000) for all damages arising out of injury to or destruction of property in any one occurrence, and, subject to that limit, a total (or aggregate) limit of Five Hundred Thousand Dollars ($500,000) for all damages arising out of injury to or destruction of property during the period of work.

(c) The terms "person" or "persons" as herein used shall include employees and passengers of the Railroads as well as other persons, and the term "property" as herein used shall include as well as other property, property owned by and property in the care, custody or control of the Railroads.

(d) Each such insurance policy shall be issued by a reliable insurer authorized to do business in the State of Oregon and satisfactory to the Railroads, and each such policy shall be in form and substance satisfactory to the Railroads. Said policy or policies shall be delivered to and remain in the possession of the Railroads.

(e) With respect to any work which this agreement requires the Railroads to perform, the Railroads shall have the right to obtain insurance protection at the expense of the State.

Section 7. DISTURBANCE OF STABILITY. As a material consideration for this agreement, the State agrees that it will not do or cause to be done in the performance of any work contemplated hereby, anything which will or may disturb the stability of any area so as to affect adversely the tracks or facilities of the Railroads, ~~and that if such stability shall be disturbed through the activity of the State or its contractors or others acting under its authority, the State shall assume full responsibility therefor and all expense resulting therefrom, and shall indemnify and hold harmless the Railroads and any other corporation, person or firm lawfully occupying their property, from and against any and all loss, cost, damage, expense and liability resulting therefrom~~.

CHR
MKMc

Section 8. EXISTING OVERHEAD CROSSING. Notwithstanding the construction of the highway crossing the Railroads' property at the location described in Section 1 hereof, the existing highway encroachment and overcrossing (PUCO No. 2A-277.A-8) shall remain for the benefit of local highway traffic; the existing contract, dated May 31, 1921, between Oregon-Washington Railroad & Navigation Company, Union County and the State, concerning construction and maintenance of the existing crossing and related matters, and supplements thereto (if any) shall remain in full force and effect unless and until terminated as therein provided; and Union Pacific Railroad Company as lessee of Oregon-Washington Railroad & Navigation Company shall be entitled equally with the latter to the benefits thereof.

Section 9. BENEFITS OF NEW CROSSING. It is hereby agreed that the project contemplated by this present agreement constitutes establishment of a new highway across the Railroads' property and tracks within the meaning of paragraph 4 of General Administrative Memorandum No. 325 of the Public Roads Administration (now Bureau of Public Roads), dated August 26, 1948; that no present crossing of the Railroads' tracks will be eliminated thereby, and that the Railroads will receive no benefit therefrom, and the Railroads shall not be required to pay or contribute any part of the cost thereof.

Section 10. DEFAULT. If the State shall fail, refuse or neglect to do, keep, observe and perform each and all of the terms, provisions, conditions and covenants of this agreement, the Railroads in addition to any other rights and remedies they may have, may perform any work which in the judgment of the Railroads is necessary to place said highway and appurtenances in such condition as will not menace, endanger or interfere with railroad facilities or operations or jeopardize railroad passengers or employees; and the State will reimburse the Railroads for the expense thereof.

Section 11. NO PERSONAL LIABILITY. Nothing contained in this agreement shall ever be held to impose any personal financial responsibility upon any member of the Oregon State Highway Commission, or their officers, agents or employees.

Section 12. SUCCESSORS AND ASSIGNS. This agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and year first herein stated.

OREGON-WASHINGTON RAILROAD &
NAVIGATION COMPANY,
UNION PACIFIC RAILROAD COMPANY

By A. E. STODDARD
President

Attest:

L. J. BACHMAN
Assistant Secretary

(SEAL) (SEAL)

APPROVED:

FORREST COOPER
Deputy State Highway Engineer

APPROVED AS TO FORM:

ROBERT L. MAY, Jr.
Acting Chief Counsel

J. W. DeSOUZA
Assistant Counsel

ATTEST:

H. B. GLAISYER
Secretary

STATE OF OREGON, by and through its State Highway Commission

By _____
As Chairman

By CHAS. H. REYNOLDS (SEAL)
As Commissioner

By M. K. McIVER
As Commissioner

STATE OF OREGON)
) ss.
County of Multnomah)

On this 1st day of March, 1957, before me, a Notary Public, appeared ~~BEN R. CHANDLER~~, CHAS. H. REYNOLDS and M. K. McIVER, to me personally known, who, each being duly sworn, did say that he, the said ~~Ben R. Chandler, is Chairman of the State Highway Commission of the State of Oregon, and that he, the said~~ Chas. H. Reynolds, and he, the said M. K. McIver, is State Highway Commissioner of the State of Oregon; that the seal affixed to said instrument is the seal of the State Highway Commission, and that the said instrument is signed and sealed in behalf of said State by said Commission, and that the said ~~Chairman and the said~~ Commissioners acknowledge the said instrument to be the free act and deed of said State, by said State Highway Commission.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year above written.

FLOYD A. QUERY (SEAL)
Notary Public for Oregon
My commission expires: April 19, 1957

EXHIBIT "B"

Estimated cost of work to be performed by the Railroads on the Glover Overcrossing at the expense of the Project:

(1) Furnish labor and material to make temporary and permanent rearrangement of signal and communication lines, right-of-way fences, signs and signals.	$ 7,000.
(2) Furnish engineering, inspection, watchman and flagman service as in the opinion of the Railroads may be necessary to protect their property and operations.	7,330.
Estimated Total Cost	$ 14,330.
Less Credit for Estimated Salvage	330.
Estimated Net Cost	$ 14,000.

Easement to Co. of Union & State of Oregon for Hwy. D.A. 5844

287

NE¼SE¼

660+91.73 ℄ O.H Hwy Viad.

℄ Old Oregon Trail Hwy.

Hwy Over Xing - D A 5845

662+791

278

NW¼SW¼

TO PORTLAND 6.54 Ac

582109

330 Ac

47°23'

673+338

675+456

47°23'

TO HUNTINGTON

N

659+30.0

659+818

T 18 CD

Δ=52°37'

21 22

28 27

T 2 S R 36 E

Exhibit "A"

O.W.R.& N. Co.
U.P.R.R. Co., (Lessee

M.P. 277.85 Near MOTANIC, OREGON

To accompany agreement with State of Oregon covering easement for relocated Old Oregon Trail Highway Overcrossing

Scale: 1" = 400'
Office of Chief Engineer
Omaha, Nebr., Oct. 16, 1956

* L E G E N D *

New easement area outlined.....Orange
Present easement areas tinted.....Green
P.E. right of way outlined.....Red

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files

I.(2)(8)

4920

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
June 4, 1957

SUBJECT: Pur 197 & R/W File No. 26132
Glover O-King-Old Oregon Trail
OWRR & N Co. (Union County)

To: Mr. Earl Saling
Right of Way Office Manager
O f f i c e

Herewith I hand you fully executed copy of easement and construction agreement relative to the above titled project.

The instrument contains a new easement and after being processed and placed on record, it should be forwarded to Mr. Glaisyer for his permanent files.

Although not so requested, I would suggest that after the instrument has been recorded the recording reference be sent to Mr. R. E. Haacke, Division Engineer, Union Pacific Railroad Company, 2525 North Larrabee Avenue, Portland 12, Oregon. Reference should be made to his file D 315 - 2 - 53.

J. W. DeSOUZA
Assistant Counsel

JWD:RH
ENCL.
cc: Mr. H. B. Glaisyer ✓

NOTED
H. B. GLAISYER

REFERRED TO
BY SECRETARY

Salem, Oregon
March 6, 1957

Agenda Item 5-k

Pux 197 & R/W File No. 26132
Glover O-Xing-Old Oregon Trail
OWRR & N Co. (Union County)

H78

Mr. J. W. DeSouza
Assistant Counsel
O f f i c e

Attached hereto are two copies of an agreement with the O.W.R.R. & N. Company covering the Glover Overcrossing on the Old Oregon Trail in Union County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

Sent to file 6-25-57.

REFERRED TO
BY SECRETARY

124

FORM E30—12½ M—6-55—60209

AGENDA
FEB 28 1957
5-k

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
February 26, 1957

SUBJECT: Pux 197 & R/W File No. 26132
Glover O-Xing-Old Oregon Trail
OWRR & N Co. (Union County)

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
O f f i c e

Herewith I hand you, for execution by the State Highway Commission, form of agreement of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, and State of Oregon, by and through its State Highway Commission, covering the Glover Overcrossing on the Old Oregon Trail in Union County.

In addition to the execution and acknowledgement of the instrument, the Commissioners should initial the deletions which have been made on pages 7 and 8.

After execution and acknowledgement, please return both copies to me as soon as possible after the meeting so that they may be forwarded to the Railroad Companies.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. G. S. Paxson
Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Robert L. May, Jr.

(A)
2 COPIES TO BE SIGNED

m

FORM E-123X 57½M 10-56

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

I-62(8)

4920

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 17, 1957

Mr. Howard Morgan
Public Utilities Commissioner
Public Service Building
Salem, Oregon

Attention: Mr. David Don

Re: Pux 197-Glover Overcrossing
Old Oregon Trail
OWR&N Co. (Union County)

Dear Sir:

Herewith I hand you original and two copies of Motion to Amend Order in the above matter.

The two copies are for service upon the Railroad Companies, but no copy is enclosed for Union County as it would appear obvious that the County is not a party in interest.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. G. S. Paxson /- with copy of Motion
Mr. P. M. Stephenson " " " "
Mr. A. F. Parson " " " "
Mr. Leonard I. Lindas " " " "

RECEIVED
MAY 20 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing over and across the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, near Clover, known as the [illegible]-SUBSTD PROJECT, in the Northwest Quarter of the Southeast Quarter (NW¼ SE¼) of Section 22, Township 2 South, Range 36 East, W.M., in Union County, Oregon.

No. P-2540

[illegible]

Comes now the State of Oregon, by and through its State Highway Commission, and respectfully represents:

I

That heretofore under date of December 13, 1956, the Public Utilities Commissioner issued his Order No. 35032 in the above entitled cause and matter portions of which order read as follows:

> A vertical clearance of not less than 23 feet 3 inches will be provided for the existing main track of Railroad between bents four and five. Sufficient horizontal clearance will exist to permit the future construction of a second track if necessary.
>
> Placement of falsework during construction will necessitate the creation of a vertical impairment but a clearance will be provided to a height of not less than 21 feet 9 inches above top of rail.
>
> [illegible] that such temporary impairment to the standard vertical clearances as set forth in Order No. 33700 as may

be required by the placement of falsework necessary to the construction, but not to exceed 9 inches, providing thereby a vertical clearance of not less than 21 feet 9 inches above top of rail, hereby is authorized; and it is further

II

That subsequent to the issuance of the said order Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, have raised or will have raised before construction of the overcrossing structure, the track of railroads approximately 9 inches between bents four and five, which will result in a reduced permanent vertical clearance and a temporary reduction of the impaired vertical clearance authorized by said order during the period of construction of the highway overcrossing structure.

WHEREFORE, Petitioner prays that the said quoted paragraphs in said order be amended to read as follows:

A vertical clearance of not less than 22 feet 11 inches will be provided for the revised elevation of the existing main track of Railroad between bents four and five. Sufficient horizontal clearance will exist to permit the future construction of a second track if necessary.

Placement of falsework during construction will necessitate the creation of a vertical impairment but a clearance will be provided to a height of not less than 21 feet above top of rail.

ORDERED that such temporary impairment to the standard vertical clearances as set forth in Order No. 33700 as may be required by the placement of falsework necessary to the

construction, but not to exceed 18 inches, providing thereby a vertical clearance of not less than 21 feet above top of rail, hereby is authorized.

Dated at Salem, Oregon, this 17th day of May, 1957.

STATE OF OREGON, by and through its
State Highway Commission

LEONARD I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By _____
J. W. DeSouza-Assistant Counsel for
the State Highway Commission

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MAY 6 - 1957
FOR FILING
I-62(8)
4920

08-35

May 2, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to your request of April 24, 1957 for preparation of project agreement on Oregon Project I-62(8), Glover Overcrossing of the Union Pacific Railroad, please be advised that we are withholding action on your request pending submission of the executed State-Railroad agreement.

Very truly yours,

C. G. POLK
District Engineer

NOTED
FORREST COOPER

Original To
Mr. Probert

RECEIVED
MAY 2 - 1957
FOR FILING

I-6-1(8)

4920

May 1, 1957

Mr. Orlando C. Bennard
222 N. E. Holland St.
Portland 11, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4920, which was awarded to you on April 11, 1957 by the State Highway Commission, for Glover O'Xing of Union Pacific Railroad on the Meacham-Glover Section of the Old Oregon Trail Highway in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm

Encl.

RECEIVED
APR 10 1957
FOR FILING
I-62 (8)
4920

Form 2552
12-55-100M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

APRIL 11, 1957

(File Ref. D 315-2-53)

Mr. G. S. Paxson,
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson:

GLOVER OVERCROSSING

Referring to your telephone conversation of April 8th with Mr. Baysinger of my office, requesting authority to proceed with the captioned project in advance of completion of the easement and construction agreement by the Railroad:

This will confirm Mr. Baysinger's telephone advice to you April 10th that my principals have authorized the State to proceed with the project in advance of completion of the agreement.

Very truly yours,

R. E. Haacke, WPM
Division Engineer

Copy made for
Mr. Stephenson
4/15/57 Dm.

RECEIVED
APR 15 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
APR 10 1957
FOR FILING

I-62(8)

4920

08-35

April 11, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that rights of way have been acquired for Oregon Project I-62(8), Glover Overcrossing on The Old Oregon Trail Highway, we hereby concur as of this date in award of Contract No. 4920 to Orlando C. Bernard of Portland, Oregon, low bidder in the amount of $120,800.00 at the March 28, 1957 bid opening.

Very truly yours,

C. G. POLK
District Engineer

Original sent
Mr. Stephenson
4/15/57

NOTED
G. S. PAXSON

RECEIVED
APR 11 1957
FOR FILING

I-62(8)

4920

April 11, 1957

Orlando C. Bernard
222 N.E. Holland
Portland 11, Oregon

Dear Sir:

The State Highway Commission on March 28, 1957 accepted your proposal for construction of the Glover Overcrossing of Union Pacific Railroad, Union County, for the sum of $120,800 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded the contract to you in conformity with the Commission's authorization. This project has been assigned Contract No. 4920.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HDG:jmc
cc: Pacific Builder & Engineer, Inc.
2415 Third Avenue
Seattle 1, Wash.
Attn: Dorothy McCormack

R. G. Savage (SLAC)
Tom Edwards
S. H. Probert
P. M. Stephenson

Modern Highways
c/o Scranton Publishing Company, Inc.
185 N. Wabash Avenue
Chicago 1, Illinois

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Washington

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

9:20 a. m.
April 11, 1957

Orlando C. Bennard
222 N. E. Holland
Portland 11, Oregon

Contract for Glover Overcrossing of UP Railroad, Union County, for which you submitted low bid on March 28, 1957 awarded you today.

Contract forms follow shortly.

H. B. Glaiuyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
C. W. Head
Files

RECEIVED
APR 11 1957
FOR FILING

April 11, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Room 408, State Highway Building
Salem, Oregon

Dear Sir:

Re: Glover Overcrossing
F.A.P. Oregon I-62(8)

On March 28 the Highway Commission accepted the low bid of Orlando C. Bennard of Portland in the amount of $120,800 for the above project and instructed the State Highway Engineer to award the contract to said bidder when necessary rights of way for the project were acquired.

All rights of way for the project have been acquired and I propose to award the contract as directed as of this date. May I have your concurrence in the award of this contract.

Attached are three copies of PUC Order 35032 dated December 13, 1956. On February 19 you were handed a letter from the Union Pacific Railroad indicating their approval of the project plans. The State-Railroad agreement has been prepared and executed by the Highway Commission and is now in the hands of the Union Pacific Railroad for execution by their officials. You will be furnished copies of this agreement as soon as it is received from the railroad company.

Very truly yours,

W. C. Williams
State Highway Engineer

CAG:skt
Attached

cc: Mr. C. A. Gardner

RECEIVED
MAR 15 1957
FOR FILING
OREGON DISTRICT
I-62(8)
4720
08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

DINEER
IY. ENGR.
WY. ENGR.

March 13, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-62(8), Glover Overcrossing on the Old Oregon Trail Highway.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

By E. H. Cowan
E. H. COWAN
Principal Highway Engineer

FORM E-123 50M REVISED 2-52

RECEIVED
MAR 8 1957
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

CERTIFIED MAIL

March 7, 1957

Mr. W. B. Vercoe, Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Re: Pur 197 & R/W File No. 26132
Clover O-Xing-Old Oregon Trail
OWR&N Co. (Union County)

Dear Mr. Vercoe:

Herewith I return to you duplicate originals of draft of agreement covering the construction and maintenance of the above titled project, your File D 315 - 2 - 53, which have been executed and acknowledged by the State Highway Commission.

Sub-paragraph (a) of Section 5, on page 7, has been deleted and a portion of Section 7, on page 8, has been deleted in accordance with letter from Mr. Roy F. Shields dated February 25, 1957. When the State's copy of the agreement has been executed by Railroad Companies, it is requested that we be furnished with ten additional copies of Exhibit A attached to the agreement.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RR
ENCL.
cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. Forrest Cooper

RECEIVED
MAR 8 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
FEB 28 1957
FOR FILING
FORM E-BOX—87,800—2-56—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
February 26, 1957

SUBJECT: Pax 197 & R/W File No. 26132
Glover O-Xing-Old Oregon Trail
OWRR & N Co. (Union County)

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
O f f i c e

Herewith I hand you, for execution by the State Highway Commission, form of agreement of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, and State of Oregon, by and through its State Highway Commission, covering the Glover Overcrossing on the Old Oregon Trail in Union County.

In addition to the execution and acknowledgement of the instrument, the Commissioners should initial the deletions which have been made on pages 7 and 8.

After execution and acknowledgement, please return both copies to me as soon as possible after the meeting so that they may be forwarded to the Railroad Companies.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. G. S. Paxson
Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Robert L. May, Jr.

NOTED
FORREST COOPER

NOTED
FORREST COOPER

RECEIVED
FEB 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123 50M. REVISED 2-52

RECEIVED
FEB 26 1957
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 21, 1957

Mr. Roy F. Shields
General Solicitor
Union Pacific Railroad Company
727 Pittock Block
Portland 5, Oregon

Re: Pux 197-Glover O-Xing
Old Oregon Trail
OWRR & N Co.
Union County

Dear Mr. Shields:

We are in receipt of form of agreement sent by Mr. W. B. Vercoe, Division Engineer, relative to the Glover Overcrossing Project in Union County.

Paragraph (a), of Section 5, contains the same objectionable language as was contained in the Thornhollow Grade Crossing agreement regarding which I wrote to you on February 14. It is requested that we be authorized to eliminate this paragraph in its entirety.

Section 7, on page 8, in somewhat similar form, contains the same objectionable features that were contained in the Thornhollow agreement. We would like your approval to strike all that part of the section after the following words "DISTURBANCE OF STABILITY. As a material consideration for this agreement, the State agrees that it will not do or cause to be done in the performance of any work contemplated hereby, anything which will or may disturb the stability of any area so as to affect adversely the tracks or facilities of the Railroads,".

We appreciate your cooperation with regard to the Thornhollow agreement and also can appreciate your feeling with regard to the ruling of the Attorney General sent to you with my letter of January 14, although we cannot agree with your conclusions with reference thereto as expressed in your letter of February 15.

On the other hand, I hope that you can appreciate the fact that we will be unable to approve, as to form, any future agreements containing indemnity or save and hold harmless clauses until such time as the Attorney General may have reconsidered or modified his prior opinion of November 9, 1956. We will have to be controlled by the Attorney General's opinion.

NOTED
G. S. PAXSON

The Highway Commission is meeting on February 28 and March 1 and it is important that we be able to present a revised form of agreement to the Commission at that time. Your cooperation is again requested.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. G. S. Paxson ✓
Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Robert L. May, Jr.

RECEIVED
FEB 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 15 1957
FOR FILING

Salem, Oregon
February 14, 1957

State-Railroad agreement
covering construction of
Glover Overcrossing

Mr. J. W. DeSouza
Chief, P.U.C. and R.R. Section

Herewith duplicate copies of an agreement between the State and Union Pacific Railroad Company covering the construction of the Glover Overcrossing.

I have reviewed this agreement and, in general, it appears satisfactory. I would, however, call your attention to Section 5 on Page 7, which contains the identical provision used in the Cayuse-Thornhollow agreement sent you yesterday and about which you have conferred with Mr. Shields.

C. S. Paxson
Assistant State Highway Engineer

CSP:[redacted]
Attachs.

cc Mr. W. C. Williams

RECEIVED
DEC 21 1956
FOR FILING

December 19, 1956

PUX197

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of October 28, 1955, advising that your Washington office is withholding approval of the Glover Overcrossing Project FGH-62(8), Item 199, pending your receipt of advice as to the intended use or disposal of the nearby overcrossing structure on the existing road.

It is now determined that it will be necessary to keep the existing highway in service permanently and that that can be most practicably and economically done by continuing the existing overcrossing in use. The topography of the area is such that the substitution of another crossing of the railway, either at grade or separated, would involve unjustifiable additional expense.

A sketch map showing the manner in which we propose to make connection between the existing highway and the Interstate Route is enclosed.

In connection with the foregoing we have to advise that the programming of the Glover Overcrossing as a Primary Federal-aid Project is no longer desired and that its withdrawal is to be requested on your form PR-9. The structure will later be submitted for programming as a project to be financed with Interstate Funds.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ia

Encl.

RECEIVED
DEC 19 1956
FOR FILING

FORM 830—12½M—9-55—00000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
December 14, 1956

SUBJECT: Pux 197-Glover O-Xing
Old Oregon Trail
OWRR & N Co.

To: Mr. Forrest Cooper ✓
Mr. G. S. Paxson
Mr. P. M. Stephenson (6)
Mr. Tom Edwards (3)
Mr. E. A. Collier (2)
Mr. A. F. Parson (2)
Mr. H. B. Simpson

Herewith I hand you copy of Order No. 35032, issued by the Public Utilities Commissioner under date of December 13, 1956, relative to the application of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing over and across the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, near Glover, known as the Glover Overcrossing project.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

NOTED
FORREST COOPER

RECEIVED
DEC 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Order #35032

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2540

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing over and across the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, near Glover, known as the GLOVER OVERCROSSING PROJECT, in the Northwest Quarter of the Southwest Quarter (NW¼ SW¼) of Section 22, Township 2 South, Range 36 East, W.M., in Union County, Oregon.	ORDER

The above entitled matter was duly heard on Tuesday, November 20, 1956, at 9:00 A.M., in the Union County Court House, La Grande, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

J. W. DeSouza, Assistant Counsel, Salem, Oregon
Representing Oregon State Highway Commission;

Colon R. Eberhard, Attorney, La Grande, Oregon
Representing Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company.

On September 10, 1956, the State of Oregon, by and through its State Highway Commission, hereinafter referred to as Applicant, duly filed its application requesting authority to construct a highway overcrossing structure over and across the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, hereinafter referred to as Railroad, between Motanic and Hilgard, near Glover,

in Union County, Oregon, known as the GLOVER OVERCROSSING PROJECT.

Railroad offered no objection to the granting of the application but did admit and deny certain allegations contained therein, and stated that Applicant should build the structure without financial participation by Railroad and that Railroad should be reimbursed by Applicant for any work done by it in accordance with the provisions of the application.

No answer was filed by Union County.

After due notice, the matter was set down for hearing at the time and place mentioned herein, the hearing convened, evidence was adduced on behalf of parties as set forth above, the hearing was completed and the matter submitted for determination. Based upon said evidence and record, it is found that:

Applicant is engaged in the construction of a revised location of the Old Oregon Trail Highway between Pendleton and La Grande, and the proposed overcrossing will be a part of this revised location.

The proposed overcrossing structure will be approximately 180 feet westerly from an existing structure now on the Old Oregon Trail Highway and designated as No. 2A-277.8-A in the Commissioner's Catalog of Railroad Crossings in the State of Oregon. This structure was built pursuant to Order No. 704 subsequent to May 9, 1921, the date of the order. It has been declared inadequate for present day traffic needs.

The proposed structure will be 252 feet in length, of concrete and steel construction, and will have a divided deck providing for four twelve-foot traffic lanes.

A vertical clearance of not less than 23 feet 8 inches will be provided for the existing main track of Railroad between bents four and five. Sufficient horizontal clearance will exist to permit the future construction of a second track if necessary.

The highway will approach the overcrossing from the northwest on a descending grade of 0.02% and from the southeast on an ascending grade of 4%, which grades will be connected by a 1,600-foot vertical curve.

Placement of falsework during construction will necessitate the creation of a vertical impairment but a clearance will be provided to a height of not less than 21 feet 9 inches above top of rail.

Based on 1955 tabulations, the present vehicle traffic will exceed 2,100 vehicles per day and normal annual increases are expected. Approximately 30 train movements are being conducted daily over the tracks of Railroad at this location.

Applicant will prepare the plans and specifications, award contracts and supervise the construction of the overcrossing structure, will finance the project from State and Federal highway funds without participation therein from Railroad funds, and will reimburse Railroad for all necessary expenses incurred by it in connection with the construction which are reimbursable under and not prohibited by the terms of Policy and Procedure Memorandum No. 30-3 issued by the Public Roads Administration, and Amendments thereof and Supplements thereto.

After completion of the project, Applicant will maintain its highway and the overcrossing structure with its approaches, appurtenances and facilities and Railroad will maintain its track and roadbed, and railroad facilities.

From the foregoing, it is concluded that the construction of an overcrossing structure as part of the revised Old Oregon Trail Highway is necessary and in the public interest, and the application should be granted; it is therefore

ORDERED that the application of the State of

Oregon, by and through its State Highway Commission, for authority to construct an overcrossing over and across the tracks and right of way of Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, near Glover, known as the GLOVER OVERCROSSING PROJECT, in the Northwest Quarter of the Southwest Quarter of Section 12, Township 2 South, Range 38 East, Willamette Meridian, in Union County, Oregon, be granted, and it is further

ORDERED that the construction shall be done in a good and workmanlike manner, in accordance with modern accepted engineering practices and in conformity as to location, elevation and angle of crossing with plans and profiles prepared by Oregon State Highway Department, which are attached to the application and by this reference made a part hereof, and it is further

ORDERED that Oregon State Highway Commission shall prepare plans and specifications, award contracts and supervise construction of the overcrossing structure, and finance the project from State and Federal highway funds, and shall reimburse Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, lessee, for all necessary expenses incurred in connection therewith which are chargeable under and pursuant to the laws of Utility and Procedure Memorandum No. 51-1 issued by the Public Roads Administration, and Agreements dated and Supplements thereto; and it is further

ORDERED that Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, lessee, shall subject to reimbursement as set forth above, make any revision to existing telephone, telegraph and signal lines as may be necessary, and relocate right-of-way fences where required, and install such watchmen and flagmen services as may be needed to safeguard railroad operations during the construction period, and it is further

ORDERED that any engineering improvement to the crossing protection elements as set forth in Order No. [illegible] as may be required by the placement of telephone messages by the construction, but will be except [illegible] providing however a reduction of not less than [illegible] which may be [illegible], and it is further

ORDERED that Union Pacific Railroad Company hereby is authorized to operate over the track so impaired during the period of construction under such conditions of impairment; and it is further

ORDERED that, upon completion of the project, Oregon State Highway Commission shall, at its own expense, maintain the overcrossing structure with its appurtenances and approaches; and Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, shall, at their own expense, maintain their tracks and roadbed and facilities thereof beneath the structure; and it is further

ORDERED that the designation 2A-277.85-A be assigned to the overcrossing and maintained thereat as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 13th day of December, 1956.

CHAS. H. HELTZEL
Public Utilities Commissioner

(OFFICIAL SEAL)

RECEIVED
DEC 12 1956
FOR FILING

FORM E30—12½M—8-55—88209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

November 23, 1956

SUBJECT: Pax 197-Glover O-King
Old Oregon Trail
OWRR & N Co. (Union County)

To: [illegible] TO FILE:

Hearing on this matter was held before S. L. Jaqua, Utilities Engineer, sitting as examiner for the Public Utilities Commissioner, in the County Court House, LaGrande, at 9 a.m., Tuesday, November 20, 1956.

The Railroad Companies were represented by Mr. Colin R. Eberhard, First National Bank building, LaGrande, and the Highway Commission was represented by the writer.

Mr. I. G. Merchant, Assistant Bridge Engineer, was placed on the stand and testified regarding (a) general nature of the highway project, (b) the design width and vertical clearances over the railroad, (c) the vertical clearances under the existing structure and that this structure would not be removed, (d) the estimated volume of traffic on the proposed structure, and (e) over the objections of Counsel for the Railroad Companies that the matter was not in issue under the pleadings, the estimated costs of raising the structure and its approach embankments to an additional height of 10-inches, as had been requested by the Engineers of Union Pacific Railroad Company. The estimate which he gave was $3,500.00 for additional embankment and approximately $450.00 for the increased height of the structure.

Mr. Robert S. Orr, Assistant Engineer, Union Pacific Railroad Company, was placed on the stand by Mr. Eberhard and testified that the train movements on the railroad, within a 24-hour period, would be 30. To support estimate Mr. Eberhard introduced, as Exhibit No. 1, a copy of a communication from J. E. McLaughlin to Mr. Orr, dated November 20, substantiating his testimony.

There was considerable discussion on and off the record regarding increases in the height of the structure and embankment, and, in answer to a direct question, Mr. Eberhard stated unequivocally that no objections were being made regarding the vertical clearances over the railroad shown by the Commission's Drawing 12954.

J. W. DeSOUZA
Assistant Counsel

JWD:MN
cc: Mr. Forrest Cooper
Mr. G. S. Paxson ✓
Mr. P. M. Stephenson
Mr. I. G. Merchant & Mr. A. F. Parson

NOTED
G. S. PAXSON

RECEIVED
NOV 26 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 10 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 7, 1956

Mr. Chas. H. Heltzel
Public Utilities Commissioner
Public Service Building
Salem, Oregon

Attention: Mr. David Don

Re: Pux 197-Glover Overcrossing
Old Oregon Trail Highway
OWRR & N Co. (Union County)

Dear Sir:

Herewith I hand you original and three copies of the application of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing over and across the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, on the Old Oregon Trail, near Glover, in Union County.

Two of the copies are for service upon the Railroad Companies and one copy is for service upon Union County in the event you should consider it desirable to make service on the County.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. G. S. Paxson with petition ✓
Mr. P. M. Stephenson with petition and exhibit
Mr. A. F. Parson with petition
Mr. C. W. Enfield with petition

RECEIVED
SEP 12 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Pub 197

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing over and across the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, near Glover, known as the GLOVER OVERCROSSING project, in the Northwest Quarter of the Southeast Quarter (NW¼ SE¼) of Section 22, Township 2 South, Range 36 East, W.M., in Union County, Oregon.

PETITION

No._____

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under authority of [illegible] Title 31.

III

That your petitioner is engaged in the construction of a revised location of the Old Oregon Trail Highway between Pendleton and La Grande and that in connection therewith it will be necessary, desirable and in the public interest to construct an overcrossing structure with its approaches over and across the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, as shown by Drawings 12163 and 12934, attached hereto and by this reference made a part hereof. The said proposed structure is approximately 180 feet westerly from the existing overcrossing structure designated as 2A-277.8-A in the Commissioner's Catalogue of Crossings, which structure was constructed under Order No. 704, issued May 9, 1921, Docket F-944.

V

That the construction of the said overcrossing structure is necessary and proper for the service, accommodation and convenience of the public in that the said section of the Old Oregon Trail Highway will be a four-lane divided highway of major importance in the system of highways in the State and that the construction of a crossing at grade at said point would not be in the interests of public safety and convenience.

VI

That the estimated annual average daily traffic on the proposed new overcrossing, upon the completion and opening thereof to highway traffic, will be 2,130 vehicles per day, based on 1955 tabulations, with normal annual increases, and that the traffic upon the railroad is an average of 24 train movements per day.

VII

That the highway grade approaching the said proposed overcrossing structure from the northwest is a descending grade of 3.02%, and the grade approaching the said structure from the southeast is an ascending grade of 4.0%, which grades are connected by a vertical curve 1,600 feet in length.

VII

That the petitioner proposes that the construction of the said proposed overcrossing structure with its approaches be handled and the costs thereof borne as follows:

WORKS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed overcrossing structure, with its approaches, and supervise the work to be done.

(b) Finance the construction of said project, without participation therein from funds of Railroad Companies, from State and Federal highway funds, including reimbursement to Railroad Companies for the necessary expenses incurred in connection therewith which are reimbursable under, and not prohibited by, the terms of Policy and Procedure Memorandum No. 30-3 issued by the Public Roads Administration, and amendments thereof and supplements thereto.

(c) Maintain the said proposed overcrossing structure, with its appurtenances and approaches, after completion of the project.

TURNS TO BE MADE BY RAILROAD COMPANIES:

(a) Subject to reimbursement, make such revisions in existing telephone and telegraph lines and signal lines and systems as may be required to safeguard them during construction of the project and reinstall the same in permanent locations after completion of the project.

(b) Subject to reimbursement, furnish such watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project.

(c) Subject to reimbursement, move and thereafter reinstall such right of way fences as must necessarily be moved for the construction of the project.

(d) Maintain the railroad line with its appurtenances and facilities after construction, at the cost of Railroads.

VIII

It is anticipated that during construction of the proposed overcrossing structure it will be necessary to temporarily impair the vertical clearance over the tracks of Railroad Companies to a clearance of 21 feet 9 inches above the top of highest rail, which said temporary impaired vertical clearance will be removed upon the completion of the construction of the proposed overcrossing structure.

IX

That the proposed construction is in the Northwest Quarter of the Southwest Quarter (NW¼ SW¼) of Section 22, Township 2 South, Range 36 East, W.M., in Union County, Oregon.

WHEREFORE, petitioner prays for an order permitting such construction and temporary impaired vertical clearance and the operation of trains thereunder in accordance herewith, and for such other and further orders as may appear to be proper in the premises.

Dated at Salem, Oregon, this 7th day of September, 1956.

STATE OF OREGON, by and through its
State Highway Commission

G. W. ENFIELD
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By _____
J. M. DeBoura-Assistant Counsel for
the State Highway Commission

JMD:EN
Petition - 4
9-7-56

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4921

April 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending four copies of revised estimate for Jumpoff Joe Creek-Louse Creek Section, Project No. I-5-2(10)62. The estimate has been revised to include work to be done by the California Oregon Power Company and the Pacific Telephone and Telegraph Company, and is not a request for modification of project agreement.

We also request reimbursement be made in accordance with P.R.M. 30-4, dated 12-31-57, instead of G.A.M. 300.

Very truly yours,

W. C. Williams
State Highway Engineer

By

DAR:mfh

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid
Project No. I-138(9)(Old)
Project No. I-5-2(10)62

JUMPOFF JOE CREEK-LOUSE CREEK SECTION OF THE

PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate revised to include work performed by the California Oregon Power Co., and the Pacific Telephone and Telegraph Co. Based on low bid prices and estimated costs. Not as a basis for project agreement.)

Salem, Oregon, April 15, 1959

Type Code P.E.

All Required	Preliminary Engineering		$ 24,901.40

Type Code 0010
Roadway (Sta. 720+00 to Sta. 1061+50) (Contract No. 4921)

All Required	Clearing and Grubbing		$ 49,000.00
7,500 cu. yds.	Drainage Excavation, Unclassified	$2.90	21,750.00
1,230,000 cu. yds.	General Excavation, Unclassified	.25	307,500.00
4,337,000 yd. sta.	Short Overhaul	.008	34,696.00
73,700 C-yd.sta.	Long Overhaul	.50	36,850.00
All Required	Finishing Roadbed and Slopes		9,000.00
13,000 lin. ft.	Rounding Cutbanks	.15	1,950.00
200 lin. ft.	6-inch Perforated Metal Drain Pipe	1.50	300.00
3,000 lin. ft.	8-inch Perforated Metal Drain Pipe	2.00	6,000.00
630 cu. yds.	Special Backfill in Drains	6.00	3,780.00
9,700 lin. ft.	18-inch Concrete Pipe	3.65	35,405.00
840 lin. ft.	24-inch Concrete Pipe	4.50	3,780.00
300 lin. ft.	24-inch Extra Strength Concrete Pipe	5.20	1,560.00
450 lin. ft.	30-inch Concrete Pipe	6.70	3,015.00
580 lin. ft.	36-inch Concrete Pipe	8.50	4,930.00
260 lin. ft.	36-inch Extra Strength Concrete Pipe	9.50	2,470.00
50 lin. ft.	48-inch Extra Strength Concrete Pipe	17.00	850.00
1,460 lin. ft.	60-inch Corrugated Metal Pipe	28.00	40,880.00
104 only	24-inch Metal End Sections	60.00	6,240.00
4 only	36-inch Metal End Sections	125.00	500.00
2 only	60-inch Elliptical Inlets	300.00	600.00
700 cu. yds.	Class "A" Concrete	67.00	46,900.00
134,000 lbs.	Metal Reinforcement	.13	17,420.00
4,200 rods	Type 2 Fence	5.00	21,000.00
500 rods	Type 3 Fence	6.00	3,000.00
2 only	14"x48" Metal Gates	80.00	160.00
3,700 cu. yds.	Coarse Crushed Material in Base	3.00	11,100.00
800 cu. yds.	3/4" - 0 Material in Base	3.50	2,800.00
2,700 M-gals.	Sprinkling	2.50	6,750.00
2,200 cu. yds.	Loose Riprap	4.00	8,800.00
			$688,986.00
All Required	Work Performed by C. O. P. Co.		4,426.00
All Required	Work Performed by P. T. & T. Co.		9,300.00
			$702,712.00

Type Code X021
Lewis Creek Frontage Road Bridge (Sta. 1033+00) (Contract No. 4906)

170 cu. yds.	Structural Excavation	$ 5.00	$ 850.00
155 cu. yds.	Class "A" Concrete	54.00	8,370.00
32,000 lbs.	Metal Reinforcement	.128	4,096.00
70 lin. ft.	8-inch Metal Drain Pipe	4.00	280.00
			$ 13,596.00

Subtotal	$716,308.00
10% Engr. & Cont.	71,630.80
Total	$787,938.80

Length of Roadway . . . . . 6.310 miles
Cost of Roadway per Mile. $122,478.63

Type Code X721
Jumpoff Joe Cr. Undercrossing (St. 775+58.04) (Contract No. 4906)

230 cu. yds.	Structural Excavation	$ 6.00	$ 1,380.00
528 cu. yds.	Class "A" Concrete	60.00	31,680.00
117,000 lbs.	Metal Reinforcement	.128	14,976.00
60 lin. ft.	8-inch Metal Drain Pipe	4.00	240.00
			$ 48,276.00

Type Code X421
Jumpoff Joe Cr. Bridge (Sta. 802+77 to Sta. 805+46) (Contract No. 4906)

880 cu. yds.	Structural Excavation	$ 7.00	$ 6,160.00
1,720 lin. ft.	Furnish 10-inch B.P. 42#	4.75	8,170.00
40 only	Drive 10-inch B.P. 42#	48.00	1,920.00
1,180 cu. yds.	Class "A" Concrete	65.00	76,700.00
290,000 lbs.	Metal Reinforcement	.128	37,120.00
90 lin. ft.	8-inch Metal Drain Pipe	4.00	360.00
			$130,430.00

Type Code X421
Lewis Creek Bridge (Sta. 1032+26 to Sta. 1034+47) (Contract No. 4906)

380 cu. yds.	Structural Excavation	$ 6.00	$ 2,280.00
800 lin. ft.	Furnish Steel Pile Shells	3.40	2,720.00
20 only	Drive Steel Pile Shells	60.00	1,200.00
930 cu. yds.	Class "A" Concrete	61.00	56,730.00
245,000 lbs.	Metal Reinforcement	.128	31,360.00
			$ 94,290.00

Subtotal	$272,996.00
10% Engr. & Cont.	27,299.60
Total	$300,295.60

Length of 4 Structures . . . . . 0.092 mile

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds
Preliminary Engineering	$ 24,901.40	$ 22,600.00	$ 2,301.40
Roadway	787,938.80	727,400.00	60,538.80
Structures	300,295.60	277,000.00	23,295.60
	$1,113,135.80	$1,027,000.00	$86,135.80

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

JUMPOFF JOE CREEK-LOUSE CREEK SECTION

PROJECT NO. I-5-2(10)62

Summary of work to be performed by California Oregon Power Co.

Labor		$ 3,266.00
Material		2,285.00
Equipment Rental		474.00
		$ 6,025.00
Deduction for Salvage	Less	1,106.00
Deduction for Depreciation	Less	493.00
		$ 4,426.00

Summary of work to be performed by Pacific Telephone & Telegraph Co.

Labor		$ 3,770.00
Material		700.00
Equipment Rental		5,000.00
		$ 9,470.00
Deduction for Salvage	Less	130.00
Deduction for Depreciation	Less	40.00
		$ 9,300.00

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OCT 14 1958
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NOTED
W. C. WILLIAMS

September 30, 1958

FINAL COST ANALYSIS
Grading

Jumpoff Joe Creek-Louse Creek — Pacific Highway
Contract No. 4921 — Prefix: 17-1029-201(41)
I 139(9)
Contractor: Peter Kiewit and Sons'
Resident Engineer: A. L. Severson

4951

Items	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
			$	$	$	$
Clearing and Grubbing	100%	All	49,000.00	30,245.19	30,245.19	49,000.00
Drainage excav., Unclass.	11,321.88	Cu.Yd.	2.90	1.69	19,128.93	32,833.45
General excav., Unclass.	1,201,468.9	Cu.Yd.	0.25	0.20	239,774.05	300,367.23
Short Overhaul	4,101,776	Yd.Sta.	0.008	0.006	26,193.33	32,814.21
Long Overhaul	99,315.8	C-Yd.Sta.	0.50	0.40	39,639.34	49,657.90
Finish Roadbed & Slopes	100%	All	9,000.00	4,892.97	4,892.97	9,000.00
Rounding Cutbanks	29,173	Lin.Ft.	0.15	0.17	3,496.01	4,375.95
6" Perf.Metal Drain Pipe,Unctd.	449	Lin.Ft.	1.50	1.12	506.66	673.50
8" Perf.Metal Drain Pipe,Unctd.	2,396	Lin.Ft.	2.00	1.59	3,827.03	4,792.00
Special Backfill in drain	137	Cu.Yd.	6.00	4.64	636.23	822.00
18" Concrete Pipe	7,683	Lin.Ft.	3.65	3.31	25,419.31	28,042.95
24" ConcretePipe	1,062	Lin.Ft.	4.50	4.32	4,591.52	4,779.00
24" Ext.Str. Concrete Pipe	366	Lin.Ft.	5.20	4.72	1,728.13	1,903.20
30" Concrete Pipe	444	Lin.Ft.	6.70	6.01	2,672.56	2,974.80
36" Concrete Pipe	501	Lin.Ft.	8.50	8.26	4,139.45	4,258.50
36" Ext.Str. Concrete Pipe	267	Lin.Ft.	9.50	9.23	2,464.33	2,536.50
48" Ext.Str. Concrete Pipe	60	Lin.Ft.	17,00	18.05	1,083.35	1,020.00
60" Corr. Metal Pipe	1,296	Lin.Ft.	28.00	25.80	33,445.12	36,288.00
24" Metal End Sect.,Coated	97	Each	60.00	56.48	5,479.02	5,820.00
36" Metal End Sect.,Coated	3	Each	125.00	110.63	331.91	375.00
60" Elliptical Inlets	2	Each	300.00	372.99	745.99	600.00
Class "A" Concrete	693.2	Cu.Yd.	67.00	51.83	35,906.87	46,444.40
Metal Reinforcement	137,078	Lbs.	0.13	0.12	16,688.60	17,820.14
Type 2 Fence	4,045.2	Rod	5.00	6.62	26,777.89	20,226.00
Type 3 Fence	485	Rod	6.00	10.97	5,323.73	2,910.00

ANALYSIS - Cont'd.

Items	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
			$	$	$	$
14'x48" Metal Gate	3	Each	80.00	42.56	127.70	240.00
Coarse Cr.Material in Base	4,045	Cu.Yd.	3.00	2.97	12,032.58	12,135.00
3/4-0 Material in Base	910	Cu.Yd.	3.50	3.83	3,483.71	3,185.00
Sprinkling	3,518	M/Gal.	2.50	3.12	10,991.46	8,795.00
Loose Riprap	3,357.47	Cu.Yd.	4.00	4.45	14,943.86	13,429.88
PA#1 Revise Forms & Excav.	100%	All	221.80	(Cost in Class ("A" Concrete		221.80
PA#2 Clear, Grubbing & Blade Grader with operator	100%	All	500.00	(Cost in (Clearing		500.00
PA#3 Clear, Grubbing & Blade Grader	100%	All	85.00	(Cost in (Clearing		85.00
PA#4 Const.,Embank,Cut-off Ditches	100%	All	100.00	(Cost in General (Excavation		100.00
PA#5 Cement Adj.in Favor of Contr.	44.90	Bbl.	4.15	4.15	186.34	186.34
PA#6 Purchase Excess Materials	100%	All	1,008.17	1,008.17	1,008.17	1,008.17
Force Account					590.08	590.08
					578,501.43	700,811.00

Gross Revenue	$ 700,811.00
Total Cost	578,501.43
Net Profit	$ 122,309.57

Net Profit equals 17.4% of Gross Revenue

DETAIL OF COSTS

Labor:

Labor						$ 207,300.00	
Labor Insurance						13,885.00	
Health and Welfare						6,002.00	$ 227,187.00

Materials:

6" Pert.Metal Drain Pipe	.449	Lin.Ft.	at	$0.79	354.71	
6" Bands	22		at	$0.98	21.56	
8" Perf.Metal Drain Pipe	2,812	Lin.Ft.	at	$1.0248	2,881.89	
8" Bands	285		at	$1.2237	348.81	
Special Backfill Aggregate	137	Cu.Yds.	at	$2.00	274.00	
18" Concrete Pipe	7,683	Lin.Ft.	at	$2.00	15,366.00	
24" Concrete Pipe	1,062	Lin.Ft.	at	$2.83	3,005.46	
24" Concrete Pipe Ext.Str.	366	Lin.Ft.	at	$3.43	1,255.38	
30" Concrete Pipe8	444	Lin.Ft.	at	$4.25	1,887.00	
36" Concrete Pipe	501	Lin.Ft.	at	$5.75	2,880.75	
36" Concrete Pipe Ext.Str.	267	Lin.Ft.	at	$6.75	1,802.25	
48" Concrete Pipe Ext.Str.	60	Lin.Ft.	at	$13.00	780.00	
60" Corr. Metal Pipe	1,296	Lin.Ft.	at	$19.10	24,753.60	
60" Bands	64		at	$38.21	2,445.44	
24" Metal End Sections	104		at	$45.06	4,686.53	
36" Metal End Sections	4		at	$100.99	403.96	
60" Eliptical Inlets	2		at	$256.63	513.26	
Class "A" Concrete	775.4	Cu.Yds.	at	$16.50	12,794.10	
Metal Reinforcement	137,078	Lbs.	at	$0.1009	13,831.17	
Lumber					3,397.00	
7' End or gate posts	20		at	$4.93	98.60	
6½' T Posts 2 Braces	56		at	$4.90	274.40	
6½' T Posts	3,192		at	$9.918	2,930.26	
7' Corner Posts	59		at	$7.50	442.50	
Field Fence	210	Rolls	at	$17.90	3,759.00	
14'x50" Gate	3		at	$29.25	87.75	
7'8" Corner Posts	27		at	$5.55	112.20	
7½' T Posts 2 Braces	21		at	$5.517	115.86	
7½' Stud T Posts	487		at	$1.0384	505.70	
7'8" Corner Posts	1		at	$8.13	8.13	
Diamond Mesh Wire Fence	47	Rolls	at	$46.93	2,205.71	
Barb Wire 4 pt.	136	Rolls	at	$8.32	1,131.52	
Coarse Crushed Aggregate	4,045	Cu.Yds.	at	$1.75	7,078.75	
3/4-0 Crushed Aggregate	910	Cu.Yds.	at	$2.25	2,047.50	114,480.75

Equipment Rentals and Miscellaneous Expense:

Equipment Rental (owned)	170,612.94	
Equipment Rental (hired)	10,243.00	

DETAIL OF COSTS

Equipment Rentals and Miscellaneous Expense - Cont'd:		
Gas, Oil and Grease	$ 28,151.00	
Bond	3,004.00	
P.L. and P.D. Insurance	2,591.25	
Powder and Caps	1,073.00	
Small Tools	1,027.87	
Home Office and General Overhead	17,755.62	234,458.68
Hired steel tying		2,375.00
TOTAL COST		$ 578,501.43

Remarks:

This was a "Federal Aid Interstate Project" located on the Pacific Highway in Josephine County. The north end of the project was approximately ten miles north of the north city limits of Grants Pass. The south end of the project was a 3.6 miles north of the north city limits of Grants Pass. The overall length of the project was 6.42 miles.

The work to be done under the contract consisted of the construction of 6.32 miles of main highway roadbed, channel change, and connecting roads; the construction of four (4) reinforced concrete box culverts; the construction of 0.63 mile of rock base on frontage roads, and the performance of such additional and incidental work as was called for by the specifications and plans.

The project was bid on February 28, 1957 and was awarded to Peter Kiewit and Sons' Company on April 12, 1957. The contractor began work on March 19, 1957 and completed the project on April 18, 1958. The final estimate was dated June 27, 1958.

The contractor began clearing on March 19, 1958 using three D8 cats, two with clearing blades and one with a bulldozer blade, two power saws and a crew of nine men. This work progressed fast as the material to be disposed of consisted mainly of brush and small trees. The main clearing was completed during the week ending June 29, 1957.

As soon as the clearing crew was out of the way, the pipe crew consisting of five men, a 3/4 yard dragline, and a flat bed truck, began installing pipe. This work continued until the week ending August 17, 1957 at which time all the pipe was in place except a few drive-ways.

On May 2, 1957 the contractor began moving dirt. In this work he used five D8 caterpillar tractors with bulldozer blades, one having a hydraulic ripper attachment, two D9 caterpillar tractors with bulldozer blade, one with a hydraulic ripper attachment, six DW21 scrapers, two #12 caterpiller tractor graders, two 1500 gallon water tanks mounted on dump trucks, and such other necessary equipment.

As the material to be excavated consisted mostly of a decomposed granite which loaded into the scrapers easily, this excavating was completed during the week ending November 9, 1957.

During the week ending September 21, 1957, the contractor began installing right of way fence using a crew of five men and a flatbed truck. The Contractor completed installing the fence on November 12, 1957. The contractor shows a loss on the fence items due to inefficient work and low bid prices.

The completion of the fencing completed the work on the project except for the back filling of the ends of the Jumpoff Joe over crossing and the placing

Remarks - Cont'd:

of the riprap under the Louse Creek bridges. This work could not be done at this time as the bridges were not completed.

On April 11, 1958, the contractor began placing the riprap at the Louse Creek bridges. He completed this work and the necessary embankment at the Jumpoff Joe over crossing on April 17, 1958. The clean up was done the next day.

The contractor having excellent supervision, good equipment and working conditions made a good profit.

M. N. Juve
Chief Cost Analyst

By

F.W. Sugnet

RECEIVED
OCT 13 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE

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JUL 25 1958
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I- 2772
4921

Salem, Oregon
July 24, 1958

Seeding and planting
Jumpoff Joe-Louse Creek Section

Mr. Tom Edwards
Construction Engineer
Department

I am a bit confused by the reports covering seeding, mulching, and planting of the Jumpoff Joe-Louse Creek Section of the Pacific Highway in Josephine County.

Will you please work this matter out with Mr. Astrup and give me a report with recommendation.

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams
Mr. Mark H. Astrup

FORM E-20X—37,500—8-56—

OREGON STATE HIGHWAY DEPARTMENT

July 18, 1958

INTER-DEPARTMENT CORRESPONDENCE

Seeding and planting
Jumpoff Joe-Louse Cr. Sect.
Contract No. 4921 17-1029

Tom Edwards
Construction Engineer

SUBJECT:

To:

Replying to your letter of July 11, 1958 regarding a $38,000.00 request from the office of the Landscape Engineer for seeding and planting on the Jumpoff Joe-Louse Creek Section on Contract No. 4921, Grading, an allotment of $26,380.00 was included in the project authorization for seeding, mulching and burlapping. This work has been done. The $38,000.00 which Mr. Astrup has now requested is for planting of shrubs at the Jumpoff Joe and Louse Creek Interchanges and in portions of the median areas presumbably where there is no cut section between the north and south bound lanes; also on one section near the southerly end of the project where there is no brush or vegetation left.

In conversation with Mr. Astrup he advised that he would confer with us on the ground about this work. However, he has not yet done so and this letter is intended as a progress report in answer to your letter. Such planning as Mr. Astrup proposes should be on a separate contract and it is is intention to request that it be handled in that manner.

L. R. Chandler
Ass't Division Engineer

LRC:sc

cc: Mark Astrup

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
JUL 21 1958
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

RECEIVED
JUL 21 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) July 18, 1958

I-158(9) (CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1921 (VOUCHER NO.)	12 Final (WARRANT NO.)	Pater Kiewit Sons' Co. (AMOUNT)	(DATE)
15787	H27475	$ 21,370.42	7-18-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeleske
ACCOUNTING DIVISION

Specified completion date: 210 workdays from 4-22-57

Time Extensions: None

Completion Date: Apr. 18, 1958

Date Accepted: May 8, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: July 21, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

JUL 21 1958

NOTED ON CARD

A

RECEIVED
JUL 9 - 1958
FOR FILING

July 8, 1958

4921

CERTIFIED MAIL

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Mo.

Gentlemen:

State Highway Contract No. 4921 for grading on the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County was completed by the contractor, Peter Kiewit Sons Company, on Apr. 18, 1958, and was formally accepted by the Highway Commission on May 8, 1958.

Final payment in the amount of $21,370.42 will be released to the contractor on or after July 18, 1958. The total contract amount is $700,811.00, of which amount $590.08 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAY 31 1958
FOR FILING

Salem, Oregon
May 27, 1958

Jumpoff Joe-Grants Pass Section
Pacific Highway
L-2798 - R-24634
Sylvia Lake property

Mr. Leonard I. Lindas
Chief Counsel
O F F I C E

709

Reference is made to your letter of May 19 in which you forwarded the observations of Mr. John C. McLean, Staff Attorney, on the effect of our construction across the land of Mrs. Sylvia Lake as per the subject-named file.

The Construction Office advises that they were apprised of the problem of erosion on April 28 by copy of a letter from Mr. McLean to Mr. Porter and that they immediately had a field investigation made. This investigation was made by Assistant Division Engineer Chandler along with Resident Engineer Glenn Roberts. Their recommendation was that the slopes that were eroding so badly onto Mrs. Lake's property should be seeded and mulched immediately. Ditching along the toe of the slope was considered, but due to the erosive nature of the soil in this area it was felt that the ditch would in itself become a problem unless an expensive lining was put in. The field recommendation was that we seed and mulch and, if these methods were not successful in correcting the erosion condition, that we later construct a lined ditch to confine the eroded material to the highway right of way. This information, when given to the Salem Construction Office, was checked with the Landscape Division who concurred in the field recommendation and arrangements were made for the immediate seeding and mulching of this area. This has been done.

The Construction Division offered to remove the same three cubic yards of eroded material, which ran onto Mrs. Lake's remaining property; however, permission to do this was refused by her. We will still be happy to remove this material if the owner will give us permission to do so. Perhaps Mr. McLean can secure Mrs. Lake's permission.

This general area has not had its final cleanup as yet since there is still a job in progress. It is the intent of the field engineers to watch this condition very closely and, if the work done to date does not function satisfactorily, it will be supplemented by further corrective measures to the end that Mrs. Lake will not be bothered by any more eroded materials coming upon her land, as they will be confined to the highway right of way.

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
Mr. F. D. Morgan

Watch this closely
/s/ Cooper

LHY:jc fn

CON RSB 157 5-21-58 QQ 1111AM

YOUNG

ONLY CORRESPONDENCE WE CAN FIND IS A TELETYPE NUMBER 208 OF APRIL 29, 1958 READING AS FOLLOWS "SYLVIA LAKE, LOUSE CREEK-GRANTS PASS SECTION, DOES NOT WANT US TO GO IN NOW AND REMOVE THE THREE YARDS GRANTE WASHED ONTO HER REMAINING PROPERTY.

F B KLABOE

SE

...ff Attorney, who just completed
... of Oregon vs. Sylvia Lake.

self-explanatory and I forward it to
matter be given consideration. If
Lean call upon you to further
informed me that a visual observa-
ld leave everyone with the opinion
the ditch should be built.

PLEASE RETURN TO FORREST COOPER

Executed 5-23-58 Report Received _____

I would appreciate your comments.

L. I. LINDAS
Chief Counsel

LIL:br
Attachment

RECEIVED
OFFICE OF
ENGINEER

ASSIGNMENT

Date: May 21, 1958 No. 799 By [illegible]

Description: Letter of May 19 by L. I. Lindas attaching a report by John McLean regarding case of State of Oregon vs. Sylvia Lake and some work which he believes we are obligated to do on Mrs. Lake's property.

Acknowledged by____ Referred to Edwards ✓

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
XX Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks:

PLEASE RETURN TO FORREST COOPER

Executed 5-23-58 Report Received_____

IGHWAY DEPARTMENT

NT CORRESPONDENCE

PLEASE RETURN TO FORREST COOPER

em, Oregon
19, 1958

BJECT: State of Oregon
vs.
Sylvia Lake
L-2758 R-24634
Jumpoff Joe-Grants Pass Section
Pacific Highway
Josephine County

reto a report I have received this
ff Attorney, who just completed
of Oregon vs. Sylvia Lake.

self-explanatory and I forward it to
matter be given consideration. If
Lean call upon you to further
informed me that a visual observa-
ld leave everyone with the opinion
the ditch should be built.

I would appreciate your comments.

L. I. LINDAS
Chief Counsel

LIL:br
Attachment

RECEIVED
MAY 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

PLEASE RETURN TO
FORREST COOPER

Salem, Oregon
May 19, 1958

SUBJECT: State of Oregon
vs.
Sylvia Lake
L-2758 R-24634
Jumpoff Joe-Grants Pass Section
Pacific Highway
Josephine County

To: Forrest Cooper
Deputy State Highway Engineer

O F F I C E

There is attached hereto a report I have received this date from Mr. John McLean, Staff Attorney, who just completed the trial of the case of State of Oregon vs. Sylvia Lake.

The communication is self-explanatory and I forward it to you with the request that this matter be given consideration. If you desire, I will have Mr. McLean call upon you to further elaborate upon his report. He informed me that a visual observation of the area involved would leave everyone with the opinion that he has, and that is that the ditch should be built.

I would appreciate your comments.

L. I. LINDAS
Chief Counsel

LIL:br
Attachment

RECEIVED
MAY 20 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 850—SCM—8-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1958

SUBJECT: State of Oregon
vs.
Sylvia Lake
Jumpoff Joe-Grants Pass Section
Pacific Highway
Josephine County
L-2758
R-24634

To: Mr. L. I. Lindas
Chief Counsel
O f f i c e

In this case the state has not been fair to the landowner and I would like to see something done to put things right.

The property involved is a subsistance farm of about 23 acres. It lies adjacent to Louse Creek just north of Grants Pass. The new highway is constructed on a 20 foot fill across the rear of Mrs. Lake's property on land we acquired from her in 1955.

For the past three winters water running off the fill has washed granite material outward from the base of the fill onto her property. There likewise is a couple of culverts and a ditch dumping more water and granite material onto her property at the north end. The net effect of this has been to cause granite material to be carried beyond our right of way line. In the above case we took an additional 50 foot strip along the base of this fill to encompass this overflow. But that does not include the full area inundated.

The defendant claimed damage to her wells and farm land caused by the granite material running into it. This was evidenced by yellow material on the ground.

With that as background, my point is this: The state should have dug a ditch at the base of the fill to collect the runoff. This could have been easily done at a cost of about $300 according to Glen Roberts, the resident engineer. Mr. Roberts recommended (in writing) that such a ditch be dug, but to no avail.

Even though Mrs. Lake is now foreclosed from bringing another action for runoff damages (by stipulation), we still should dig that ditch. Before anyone "armchairs" a veto of this I would strongly recommend that he take a look at the property on the ground.

In the event we will not dig a ditch (an unconscionable decision in my opinion), at the very least we ought to tamp down the raw dirt that someone placed along the top edge of the fill a couple of weeks ago. At the first rain it will go cascading down onto Mrs. Lake's property.

As previously mentioned, Mrs. Lake cannot sue for damages occurring in the future from runoff. If such damages occur, as they will unless something is done, I, for one, will be ashamed of the part I played in furthering the state's case. I do not believe that this department should take advantage of anyone and I particularly do not like to see elderly widows treated shabbily.

Therefore, I strongly recommend that special attention be given to this property with a view to preventing or at least minimizing future damage. And mere mulching and grass growing is not a solution worthy of mentioning--at least among men of good will. The property was not worth much--$5500 our people said. But $1550 was by no means a generous verdict for the damage that already occurred. And it certainly won't cover future damages.

JOHN C. MCLEAN
Staff Attorney

JCMcL:dm
cc R. L. Porter

P.S. As you may gather, I have somewhat strong feelings about this matter.

RECEIVED
MAY 27 1958
FOR FILING

May 26, 1958

CERTIFIED MAIL

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Mo.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Peter Kiewit Sons' Company in connection with contract No. 4921, for grading on the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County. This payment, in the amount of $1,776.00, will be released to the contractor on or after June 5, 1958. The retained percentage is $21,013.63.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAYS COMMISSION

cs

cc: C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAY 27 1958
FOR FILING

May 26, 1958

CERTIFIED MAIL

General Insurance Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Peter Kiewit Sons' Company in connection with contract No. 4921, for grading on the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County. This payment, in the amount of $1,776.00, will be released to the contractor on or after June 5, 1958. The retained percentage is $21,013.63.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

RECEIVED
APR 23 1958
FOR FILING

April 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on April 18, 1958, on Contract No. 4921, Jumpoff Joe Creek-Louse Creek Section, in Josephine County, in connection with Federal Aid Project No. I-138(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEP:bb

cc: Clarence G. Swanson

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

I-5(14)
4921

For Week Ending April 19, 1958

Section Jumpoff Joe Creek - Louse Creek

Highway Pacific County Josephine

Contractor Peter Kiewit Sons' Co

Date of contract April 12, 1957, 19

Date work started March 19, 1957, 19

Project authorization . . . . . $ 853,521.75
Exclusive of engineering . . . . $ 792,826.87

Engineering authorization . . . . $ 60,694.88

Engineering cost to date $ 56,000, 93 %

Kind of work Grading

Section prefix 17-1029

Contract number 4921

Specified work days 210

Work days used 132

Per cent of time elapsed 63 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 780,000

Estimated per cent ~~overrun~~ or underrun . . . . . 1.6 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Date project was completed April 18, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed placing the riprap in Louse Creek on Monday. He completed the embankment at the Jumpoff Joe O'Xing and the cleanup of the borrow area on Friday this week.

Since this completes this project, this will be the last weekly report.

CONSTRUCTION DIVISION
RECEIVED
APR 21 1958

NOTED-- CE ACE ACE COE

Noted
M. N. Juve

Signed [signature]

Address P. O. Box 306 Grants Pass

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.30				
Miles partially completed	0				
Miles completed	6.30				
Total estimated quantities (contract)	1,118,101				
Total quantities corrected to date	1,200,000				
Estimated quantities moved or placed to date	1,200,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	7				
Men	6				
Supervision	1				
Men and trucks under 3 tons					
Men and trucks over 3 tons	3				
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors .....1....., Bulldozers .....1....., Compaction rollers ....., Loader. ....1....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Showers		
Friday	Overcast		
Saturday			

RECEIVED
APR 7 1958
FOR FILING

4921

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1958

SUBJECT:

To:
Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between Peter Kiewit Sons' Co. and the Steel Service Company covering the placing only of Item 23 on the Jump Off Joe Creek-Louse Creek Contract, No. 4921, Oregon I-138 (9) is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

cc: Forrest Cooper

C. O. Polk (2)

Note: This is the first subcontract on this project in the amount of $2,345.00 or .003%.

RECEIVED
APR 4 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 26 1958
FOR FILING

Feb. 26, 1958

CERTIFIED MAIL

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Mo.

Gentlemen:

It is the intention of the State Highway Commission to [illegible] to Peter Kiewit Sons Company a portion of the funds [illegible]ere retained by the Commission on Contract No. 4921, [illegible]ading on the Jumpoff Joe Creek-Louse Creek Section [illegible] Pacific Highway in Josephine County.

This payment, in the amount of $35,378.55, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $20,958.70. The present payment will be released on or after Mar. 8, 1958.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc C. A. Thomassens & Sons
[illegible] Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FEB 27 1958
FOR FILING

Feb. 26, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Peter Kiewit Sons Company a portion of the funds heretofore retained by the Commission on Contract No. 4921, for grading on the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County.

This payment, in the amount of $35,378.55, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $20,958.70. The present payment will be released on or after Mar. 8, 1958.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD
cw

FORM E-30X—37,500—3-57—6564

FOR FILES

4921

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 14, 1958

SUBJECT: Jumpoff Joe Creek-Louse Creek
Pacific Highway
Contract No. 4921

To: Mr. S. H. Probert
Office Engineer
O f f i c e

It has come to our attention that we are retaining 7½ per cent of the contract amount on the subject named job.

I find that this job is completed within about $600 of the possible work. This work could have been completed except for bridge work that was in the vicinity and held the grading contractor up.

In view of the above it is recommended that the retained percentage on this contract be reduced to 3 per cent.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper

RECEIVED
FEB 14 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 31 1957
FOR FILING
I-138(9)

08-35

December 27, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-138(9) - Jumpoff Joe Creek-Lowes Creek Section, Pacific Highway - Order for State Force Work dated May 1, 1957 - Seeding, fertilizing, mulching and burlapping of cut and fill slopes and median strips

Dear Sir:

Reference is made to your letters dated May 23, 1957 and October 2, 1957 concerning the subject order.

We are approving the use of State forces as being in the public interest in this instance for the following reasons:

1. The contractor is not properly equipped or staffed to do the work.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of work is too small to warrant a separate contract since no contractors in the area have the necessary specialized equipment.

Your estimated amount of the order is $26,300.00 with Federal participation of $23,740.00.

Very truly yours,

C. G. POLK
Division Engineer

Engineer to SMP

RECEIVED
OCT 3 1957
FOR FILING

I-138(9)

4921

October 2, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads

Dear Sir:

In response to your letter of September 24, 1957, the estimated cost of Order for State Force Work 223, 224, 238 and 279, Jumpoff Joe Creek-Louse Creek Section in Josephine County, Contract 4921, Oregon Project I-138(9), is $26,380.00, with Federal participation estimated at $23,740.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DMP:ia

RECEIVED
SEP 26 1957
FOR FILING

08-35

September 24, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Order for State Force Work No. 223, 224, 238 and 279, Jumpoff Joe Creek-Louse Creek Section, Pacific Highway, Oregon Project I-133(9), Contract No. 4921

Dear Sir:

The subject work order, dated May 1, 1957 is being held without action pending the receipt of a letter from you showing the estimated cost and the estimated amount of Federal funds to be provided.

The data required in connection with State Force Work is established by PPM 21-6.2.

Very truly yours,

C. G. POLK
Division Engineer

T-135(9) 492

DIVISION [illegible]
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Louse Creek — Highway Pacific — County Josephine — Prefix 17-1(5)

Res. Engr. A.L. Swenson — Length of Project 6.4 (Overall) Miles. — Approx. Sta. 720+00 — to Sta. 1061+50 — Date 7-16-57

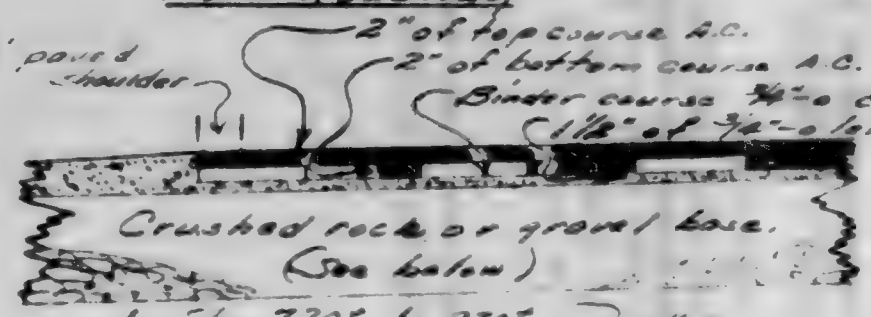
TYPICAL SECTIONS Truck ADT-600± Zonetic Classif. - Heavy Use

Typical Soil - 1
21 LL
0 PI
24 % P.200
53 "R" Value
17 % Silt

Typical Soil - 2
37 LL
18 PI
55 % P.200
20 "R" Value
12 % Silt

Grading still in progress as of 8-6-57. Division Engineer expressed some doubt that decomposed granite could be placed in the upper portion of the subgrade. 20" thickness of base plus wear designed from native soils.

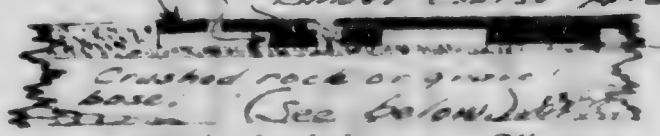
Main Roadway


2' paved shoulder
2" of top course A.C.
2" of bottom course A.C.
Binder course ¾"-0 cover.
(1½" of ¾"-0 leveling course.
Crushed rock or gravel base.
(See below)

1. Sta. 720± to 970± } 9½"
1033± to 1061+50 }

2. Sta. 970± to 1033± — 14½"

QE Lines - Zonetic Classif. - Heavy
EE F2 Lines - " " - Medium



QE Lines - 9"
F1 F2 Lines - 6½

Required Base & Wear		Designed Base	Wear	
Crushed	Not Crushed	Exist. Surf. Allow.		New Work
Main Roadway.				
			4	A.C.
			1½	A.C.
Variable thickness (See detail)				
QE Lines				
			3½	A.C.
			1½	A.C.
			9	
14			14	
F1 F2 Lines				
			3½	A.C.
			1½	A.C.
			6½	
11			11½	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
G, 0.85 mi Lt. M.P. 271.45, Pacific Hwy.	362873	2.84	Rock	—	—	—	20.9	0.6	23	2	Base & C.

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by A. L. Parker [redacted] Highway Engineer

Recommended by [illegible]

Recommended by [illegible] Construction Engineer

Approved by [illegible] Asst. Engineer of Materials
[illegible] Deputy State Highway Engr.

RECEIVED
AUG 19 1957
FOR FILING

I - 12A(7)
4721

August 19, 1957

458

Mrs. Sylvia E. Lake
Route 1, Box 832-A
Grants Pass, Oregon

Dear Mrs. Lake:

With reference to your letter of August 3 I have made inquiry of our field engineers regarding the trees along Louse Creek about which you expressed concern.

They have advised me that it will not be necessary to remove any more of the trees along Louse Creek under our present plan. They have also advised that the unsightly rock piles that have been dumped along the bank of the creek will later be placed along the bank of the creek in such a manner as to protect the bank and that when this work is done it will present a much more pleasing appearance.

I sincerely hope that this information will quiet your fears. I am quite sure that the finished job will be most pleasing to you.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

LHY:jc fn

FORM E-30X—67,500—8-56—84688

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 14, 1957

SUBJECT: Assignment #254 E re: Trees along Louse Creek (Sylvia Lake) Jumpoff Joe-Louse Creek Project

To: Tom Edwards
Construction Engineer

I enclose a letter from A. L. Severson, Resident Engineer on the Jumpoff Joe-Louse Creek Project, with reference to your assignment No. 254 E.

This refers to the complaint of Mrs. Sylvia Lake about some clearing and trees. I believe Mr. Severson 's letter explains the situation satisfactorily and that Mrs. Lake is now satisfied with conditions at her property.

L. R. Chandler
Ass't Division Engineer

LRC:sc
Enc.

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon
August 13, 1957

To: F. D. Morgan
Division Engineer

SUBJECT: Assignment # 254 E re: Trees along Louse Creek (Sylvia Lake) Jumpoff Joe- Louse Creek Project

Regarding assignment # 254 E, I have the following to report:

Mrs. Sylvia E. Lake just returned today from California. I talked to her and assured her that at the present time we are not planning to remove any more trees along Louse Creek. She saw our reference point stakes that we set back out of the way and thought that they were a new line that we would clear for.

The rock she saw was the rip-rap that has been dumped along the bank of the channel change and has not been placed as yet. I explained to her that the rock would not remain in jagged piles but would be placed along the bank on the slopes.

She was satisfied with the explainations I gave her and said she would call me if she had any questions in the future.

A. L. Severson
Resident Engineer

ASSIGNMENT

Date: August 6, 1957 No. 458 By Jac

Description: Letter of August 3 by Mrs. Sylvia E. Lake, Grants Pass, regarding trees which she states she would prefer not be removed, etc.

Acknowledged by____ Referred to Edwards

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
XXXReturn with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
FORREST COOPER

Executed 8.16.57 Report Received_____
mc

May - 3 - 1937.

PLEASE RETURN TO
FORREST COOPER

Oreg. State Highway Dept.
State Highway Building.
Salem, Oregon.

Dear Sirs - I see by your last survey, that you will take last trees by the creek - Those trees, mean a lot to me, since they Cover the view from those rocks along Lawn creek - and it isn't such a barren view, out of My Kitchen Window - (with the trees

I have been very ill, since June - 10 - with acute Gastritis - The Water, must be the main cause - When I am away, I feel much better,

I was hoping, to get this all settled, so I could have a deep well drilled -

Sincerely Mrs. Sylvia C. Lake

(over) Grants Pass, Oreg - R#1 - B#832 A

P.S - I plan on going away again
until aug - 12 - 37

RECEIVED
AUG 3 1937
STATE HIGHWAY COMMISSION
OREGON

RECEIVED

Form PR 2 (Revised 1957)

FOR FILING

State Oregon

Project No. I-138(9)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of July, 19 57,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 28th day of January, 19 57, a program, which was approved on the 4th day of February, 19 57, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 13th day of February, 19 57, and

the sum of one million, twenty seven thousand, and 00/100

dollars ($ 1,027,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11870-6

A4.62

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917, Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 720+00 and 1061+50, north of Grants Pass,

, length 6.402 miles, in Josephine County, being Oregon project No. I-138(9), consisting of 6.310 miles of roadway and four bridges, each of more than 20 feet clear span, 0.092 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System.

11370-4

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one million, twenty seven thousand, and 00/100 dollars ($ 1,027,000.00), which does not exceed the authorized Federal pro rata share of one million, one hundred thirteen thousand, one hundred thirty five and 80/100 dollars ($ 1,113,135.80), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title of officer)

By [illegible]
Member, State Highway Commission
(Title of officer)

By [illegible]
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

RECOMMENDED FOR APPROVAL:
[illegible]
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By C H Polk
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11370-8

A4.62

July 5, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Jumpoff Joe Creek-Louse Creek Section, Project No. I-138(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FWC:bb

May 10, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Jumpoff Joe Creek-Louse Creek Section, Project No. I-138(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FNC:or

Contract No. 4921

Oregon State Highway Department

Federal Aid
Project No. I-138(9)

JUMPOFF JOE CREEK-LOUSE CREEK SECTION OF THE

PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon May 8, 1957

Type Code P.E.

All Required	Preliminary Engineering		$ 40,000.00

Type Code 0010
Roadway (Sta. 720+00 to Sta. 1061+50)

All Required	Clearing and Grubbing		$ 49,000.00
7,500 cu.yds.	Drainage Excavation, Unclassified	$2.90	21,750.00
1,230,000 cu.yds.	General Excavation, Unclassified	.25	307,500.00
4,337,000 yd. sta.	Short Overhaul	.008	34,696.00
73,700 C-yd.sta.	Long Overhaul	.50	36,850.00
All Required	Finishing Roadbed and Slopes		9,000.00
13,000 lin.ft.	Rounding Cutbanks	.15	1,950.00
200 lin.ft.	6-inch Perforated Metal Drain Pipe	1.50	300.00
3,000 lin.ft.	8-inch Perforated Metal Drain Pipe	2.00	6,000.00
630 cu.yds.	Special Backfill in Drains	6.00	3,780.00
9,700 lin.ft.	18-inch Concrete Pipe	3.65	35,405.00
840 lin.ft.	24-inch Concrete Pipe	4.50	3,780.00
300 lin.ft.	24-inch Extra Strength Concrete Pipe	5.20	1,560.00
450 lin.ft.	30-inch Concrete Pipe	6.70	3,015.00
580 lin.ft.	36-inch Concrete Pipe	8.50	4,930.00
260 lin.ft.	36-inch Extra Strength Concrete Pipe	9.50	2,470.00
50 lin.ft.	48-inch Extra Strength Concrete Pipe	17.00	850.00
1,460 lin.ft.	60-inch Corrugated Metal Pipe	28.00	40,880.00
104 only	24-inch Metal End Sections	60.00	6,240.00
4 only	36-inch Metal End Sections	125.00	500.00
2 only	60-inch Elliptical Inlets	300.00	600.00
700 cu.yds.	Class "A" Concrete	67.00	46,900.00
134,000 lbs.	Metal Reinforcement	.13	17,420.00
4,200 rods	Type 2 Fence	5.00	21,000.00
500 rods	Type 3 Fence	6.00	3,000.00
2 only	14'x18" Metal Gates	80.00	160.00
3,700 cu.yds.	Coarse Crushed Material in Base	3.00	11,100.00
800 cu.yds.	3/4" - 0 Material in Base	3.50	2,800.00
2,700 M-gals.	Sprinkling	2.50	6,750.00
2,200 cu.yds.	Loose Riprap	4.00	8,800.00
			$688,986.00

Type Code X021
Louse Creek Frontage Road Bridge (Sta. 1033+00)

170 cu.yds.	Structural Excavation	$ 5.00	$ 850.00
155 cu.yds.	Class "A" Concrete	54.00	8,370.00
32,000 lbs.	Metal Reinforcement	.128	4,096.00
70 lin.ft.	8-inch Metal Drain Pipe	4.00	280.00
			$13,596.00
	Subtotal		$702,582.00
	10% Engr. & Cont.		70,258.20
	Total		$772,840.20

Length of Roadway.....6.310 miles
Cost of Roadway Per Mile.....$122,478.63

Type Code X721
Jumpoff Joe Cr. Undercrossing (Sta. 775+58.04)

230 cu.yds.	Structural Excavation	$ 6.00	$ 1,380.00
528 cu.yds.	Class "A" Concrete	60.00	31,680.00
117,000 lbs.	Metal Reinforcement	.128	14,976.00
60 lin.ft.	8-inch Metal Drain Pipe	4.00	240.00
			$48,276.00

Type Code X421
Jumpoff Joe Cr. Bridge (Sta. 802+77 to Sta. 805+46)

880 cu.yds.	Structural Excavation	$ 7.00	$ 6,160.00
1,720 lin.ft.	Furnish 10-inch S.P. 42#	4.75	8,170.00
40 only	Drive 10-inch S.P. 42#	48.00	1,920.00
1,180 cu.yds.	Class "A" Concrete	65.00	76,700.00
290,000 lbs.	Metal Reinforcement	.128	37,120.00
90 lin.ft.	8-inch Metal Drain Pipe	4.00	360.00
			$130,430.00

Type Code X421
Louse Creek Bridge (Sta. 1032+28 to Sta. 1034+47)

380 cu.yds.	Structural Excavation	$ 6.00	$ 2,280.00
800 lin.ft.	Furnish Steel Pile Shells	3.40	2,720.00
20 only	Drive Steel Pile Shells	60.00	1,200.00
930 cu.yds.	Class "A" Concrete	61.00	56,730.00
245,000 lbs.	Metal Reinforcement	.128	31,360.00
			$94,290.00
	Subtotal		$ 272,996.00
	10% Engr. & Cont.		27,299.60
	Total		$ 300,295.60

Length of 4 Structures.....0.092

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds
Preliminary Engineering	$ 40,000.00	$ 36,000.00	$ 4,000.00
Roadway	772,840.20	714,000.00	58,840.20
Structures	300,295.60	277,000.00	23,295.60
	$ 1,113,135.80	$ 1,027,000.00	$ 86,135.80

State Funds for Const.; Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

February 13, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-138(9), Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County. This is to authorize your advertising for bids.

P. S. and E. approval and authorization for advertising are given with the understanding that frontage road north of approximate Sta. 963, as shown on the plans, will be eliminated from the project.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been obtained.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
FEB 26 1957
OREGON
STATE HIGHWAY COMMISSION

08-35

February 13, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-138(9), Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County. This is to authorize your advertising for bids.

P. S. and E. approval and authorization for advertising are given with the understanding that frontage road north of approximate Sta. 963, as shown on the plans, will be eliminated from the project.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been obtained.

Very truly yours,

R. G. FOLK
District Engineer

Oregon State Highway Department

Federal Aid
Project No. I-138(9)

JUMPOFF JOE CREEK-LOUSE CREEK SECTION OF THE

PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 26, 1957

Type Code P.E.			
All Required	Preliminary Engineering		$40,000.00
Type Code 0010			
Roadway (Sta. 720+00 to Sta. 1061+50)			
			$40,000.00
All Required	Clearing and Grubbing		22,500.00
7,500 cu. yds.	Drainage Excavation, Unclassified	$3.00	430,500.00
1,230,000 cu. yds.	General Excavation, Unclassified	0.35	43,370.00
4,337,000 yd. sta.	Short Overhaul	0.01	29,480.00
73,700 C-yd. sta.	Long Overhaul	0.40	12,500.00
All Required	Finishing Roadbed and Slopes		2,600.00
13,000 lin. ft.	Rounding Cutbanks	0.20	400.00
200 lin. ft.	6 Inch Perforated Metal Drain Pipe	2.00	7,500.00
3,000 lin. ft.	8 Inch Perforated Metal Drain Pipe	2.50	3,780.00
630 cu. yds.	Special Backfill in Drains	6.00	43,650.00
9,700 lin. ft.	18 Inch Concrete Pipe	4.50	5,040.00
840 lin. ft.	24 Inch Concrete Pipe	6.00	2,025.00
300 lin. ft.	24 Inch Extra Strength Concrete Pipe	6.75	3,825.00
450 lin. ft.	30 Inch Concrete Pipe	8.50	5,800.00
580 lin. ft.	36 Inch Concrete Pipe	10.00	2,990.00
260 lin. ft.	36 Inch Extra Strength Concrete Pipe	11.50	750.00
50 lin. ft.	48 Inch Extra Strength Concrete Pipe	15.00	46,720.00
1,460 lin. ft.	60 Inch Corrugated Metal Pipe	32.00	5,720.00
104 only	24 Inch Metal End Sections	55.00	500.00
4 only	36 Inch Metal End Sections	125.00	1,000.00
2 only	60 Inch Elliptical Inlets	500.00	42,000.00
700 cu. yds.	Class "A" Concrete	60.00	20,100.00
134,000 lbs.	Metal Reinforcement	0.15	21,000.00
4,200 rods	Type 2 Fence	5.00	5,750.00
500 rods	Type 3 Fence	11.50	200.00
2 only	14' x 48" Metal Gates	100.00	12,950.00
3,700 cu. yds.	Coarse Crushed Material in Base	3.50	3,000.00
800 cu. yds.	3/4" - 0 Material in Base	3.75	8,100.00
2,700 M-gal.	Sprinkling	3.00	6,600.00
2,200 cu. yds.	Loose Riprap	3.00	
	Subtotal		$830,350.00
	10% Engr. & Cont.		83,035.00
	Total		$913,385.00

Length of Roadway	6.310 Miles
Length of 4 Structures	0.092 Miles
Total Length	6.402 Miles
Cost of Roadway per Mile	$144,751.98

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds
Preliminary Engineering	$ 40,000.00	$36,000.00	$ 4,000.00
Roadway	913,385.00	843,000.00	70,385.00
	$953,385.00	$879,000.00	$74,385.00

Oregon State Highway Department

Federal Aid
Project No. I-138(9)

JUMPOFF JOE CREEK-LOUSE CREEK SECTION OF THE PACIFIC HIGHWAY

IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon March 11, 1957

Type Code P. E.

All Required	Preliminary Engineering		$ 40,000.00

Type Code 0010
Roadway (Sta. 720+00 to Sta. 1061+50)(Low Bid)

All Required	Clearing And Grubbing		$ 49,000.00
7,500 cu. yds.	Drainage Excavation, Unclassified	$ 2.90	21,750.00
1,230,000 cu. yds.	General Excavation, Unclassified	0.25	307,500.00
4,337,000 yd. sta.	Short Overhaul	0.008	34,696.00
73,700 C-yd.sta.	Long Overhaul	0.50	36,850.00
All Required	Finishing Roadbed and Slopes		9,000.00
13,000 lin.ft.	Rounding Outbanks	0.15	1,950.00
200 lin.ft.	6-inch Perforated Metal Drain Pipe	1.50	300.00
3,000 lin.ft.	8-inch Perforated Metal Drain Pipe	2.00	6,000.00
630 cu. yds.	Special Backfill in Drains	6.00	3,780.00
9,700 lin.ft.	18-inch Concrete Pipe	3.65	35,405.00
840 lin.ft.	24-inch Concrete Pipe	4.50	3,780.00
300 lin.ft.	24-inch Extra Strength Concrete Pipe	5.20	1,560.00
450 lin.ft.	30-inch Concrete Pipe	6.70	3,015.00
580 lin.ft.	36-inch Concrete Pipe	8.50	4,930.00
260 lin.ft.	36-inch Extra Strength Concrete Pipe	9.50	2,470.00
50 lin.ft.	48-inch Extra Strength Concrete Pipe	17.00	850.00
1,460 lin.ft.	60-inch Corrugated Metal Pipe	28.00	40,880.00
104 only	24-inch Metal End Sections	60.00	6,240.00
4 only	36-inch Metal End Sections	125.00	500.00
2 only	60-inch Elliptical Inlets	300.00	600.00
700 cu. yds.	Class "A" Concrete	67.00	46,900.00
134,000 lbs.	Metal Reinforcement	0.13	17,420.00
4,200 rods	Type 2 Fence	5.00	21,000.00
500 rods	Type 3 Fence	6.00	3,000.00
2 only	14' x 48" Metal Gates	80.00	160.00
3,700 cu. yds.	Coarse Crushed Material in Base	3.00	11,100.00
800 cu. yds.	3/4" - 0 Material in Base	3.50	2,800.00
2,700 M-Gals.	Sprinkling	2.50	6,750.00
2,200 cu. yds.	Loose Riprap	4.00	8,800.00
			$ 688,986.00

Type Code X021
Louse Creek Frontage Road Bridge (Sta. 1033+00)

170 cu. yds.	Structural Excavation	$ 6.00	$1,020.00
155 cu. yds.	Class "A" Concrete	70.00	10,850.00
32,000 lbs.	Metal Reinforcement	0.14	4,480.00
70 lin.ft.	8-inch Metal Drain Pipe	4.00	280.00
			$ 16,630.00
	Subtotal		$ 705,616.00
	10% Engr. & Cont.		70,561.60
	Total		$ 776,177.60

Length of Roadway.....6.310 miles
Cost of Roadway Per Mile.....$123,007.38

Type Code X721
Jumpoff Joe Cr. Undercrossing (Sta. 775+58.04)

230 Cu. yds.	Structural Excavation	$ 6.00	$ 1,380.00
528 cu. yds.	Class "A" Concrete	70.00	36,960.00
117,000 lbs.	Metal Reinforcement	0.14	16,380.00
60 lin.ft.	8-inch Metal Drain Pipe	4.00	240.00
			$54,960.00

Type Code X421
Jumpoff Joe Cr. Bridge (Sta. 802+77 to Sta. 805+46)

880 cu. yds.	Structural Excavation	$ 6.00	$ 5,280.00
1,720 lin.ft.	Furnish 10-inch B.P. #42	6.00	10,320.00
40 only	Drive 10-inch B.P. #42	70.00	2,800.00
1,180 cu. yds.	Class "A" Concrete	70.00	82,600.00
290,000 lbs.	Metal Reinforcement	0.14	40,600.00
90 lin.ft.	8-inch Metal Drain Pipe	4.00	360.00
			$141,960.00

Type Code X421
Louse Creek Bridge (Sta. 1032+28 to Sta. 1034+47)

380 cu. yds.	Structural Excavation	$ 6.00	$ 2,280.00
800 lin.ft.	Furnish Steel Pile Shells	5.00	4,000.00
20 only	Drive Steel Pile Shells	70.00	1,400.00
930 cu. yds.	Class "A" Concrete	70.00	65,100.00
245,000 lbs.	Metal Reinforcement	0.14	34,300.00
			$ 107,080.00
	Subtotal		$ 304,000.00
	10% Engr. & Cont.		30,400.00
	Total		$ 334,400.00

Length of 4 Structures 0.092 mile

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds
Preliminary Engineering	$ 40,000.00	$ 36,000.00	$ 4,000.00
Roadway	776,177.60	717,000.00	59,177.60
Structures	334,400.00	308,000.00	26,400.00
	$ 1,150,577.60	$ 1,061,000.00	$ 89,577.60

RECEIVED
JUL 1 1957
FOR FILING

June 27, 1957

Mr. C. O. Falk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 205 covering the relocation of the Pacific Telephone and Telegraph Company lines on the Jumpoff Joe Creek-Agness Creek Section of the Pacific Highway in Josephine County, Contract No. 4921, in connection with Federal Aid Project No. I-13(9).

The obligation of the state to move the Pacific Telephone and Telegraph Company lines is established by the letter of March 26, 1957, of the Assistant Counsel. Copies of the estimate of the Pacific Telephone and Telegraph Company, by whom the work will be done, are enclosed.

Approval of this order under provisions of O.A.M.-300 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
JUN 10 1957
FOR FILING

4121

June 10, 1957

Mr. C. S. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 285 covering relocation of power lines on the Jumpoff Joe Creek-Lemon Creek Section of the Pacific Highway in Josephine County, Contract No. 4921, in connection with Federal Aid Project No. I-130(9).

The obligation of the State in moving the power lines in established by the letter of the Assistant Counsel, copies of which are attached. Copies of the estimate of the California Oregon Power Company, which will perform the work, are also enclosed.

Approval of this order under provisions of CAH-300 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEP:lmr
Enclosure

RECEIVED
MAY 31 1957
FOR FILING

May 23, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 223, 224, 238, 279 covering Landscaping and seeding on the Jaxpeff Joe Creek-Lawne Creek Section of the Pacific Highway in Josephine County, Contract No. 4921, in connection with Federal Aid Project No. I-138(9).

This work is necessary for erosion control and roadside improvement. The contractor does not have the special equipment. The state has the special equipment operated by trained crews, to do the work at a substantial saving over contracting.

The work was anticipated and funds included in the Project Authorization.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
MAY 21 1957
FOR FILING

May 22, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering state share of flagging costs on the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County, Contract No. 4921, in connection with Federal Aid Project No. I-138(9).

Very truly yours,

W.C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

RECEIVED
JUN 1 - 1956
FOR FILING
I-12-(9)
11721

Salem, Oregon
May 21, 1956

Jumpoff Joe Creek-Louse Creek Unit
Louse Creek-Grants Pass Section

Mr. Virgil O'Neil
Asst. Office Engineer
O f f i c e

It is requested that you add $26,275 to the authorization for the subject job for seeding and mulching, estimated as follows:

Median Strip	
Seeding and mulching 26 acres @ $225	$ 5,850
Oiled burlap gutter (only in 60' width sections) 11,100 lin. ft. @ $.25	2,775
Fill Slope Treatment	
Seeding and mulching 25 acres @ $225	5,625
Composting slopes 66,250 sq. yds. @ $.10	6,625
Cut Slope Treatment	
Seeding and mulching 24 acres @ $225	5,400
	$26,275

It is anticipated that the work will be accomplished by State Forces under the supervision of the Landscape Engineer.

W. C. Williams
Deputy State Highway Engineer

hold until Stan. Lee I

RECEIVED
MAY 7 - 1957
FOR FILING

May 6, 1957

Peter Kiewit Sons Co.
P. O. Box 1777
Vancouver, Washington

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4921, which was awarded to you on April 12, 1957 by the State Highway Commission, for grading on the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

Encl.

RECEIVED
APR 17 1957
FOR FILING

I 138(9)

4921

April 16, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 19, 1957, on Contract No. 4921, Jumpoff Joe Creek-Louse Creek Section, in Josephine County, in connection with Federal Aid Project No. I-138(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

April 16, 1937

Puget Sound Construction Company
P. O. Box 531
Vancouver, Washington

Gentlemen:

The State Highway Commission on February 16, 1937 accepted your proposal for grading on the Jumpoff Joe & Parker Louse Creek Section of the Pacific Highway in Josephine County for the sum of $608,986.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4921.

Contract forms are now being prepared in this office and will be mailed to you shortly, for execution.

This confirms my wire to you of this date.

Respectfully yours,

NOTED
J. Mc C.

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: R. G. Savage (SIAC)
Tom Edwards
S. H. Probert

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

ATTENTION: Dorothy McCormack

Modern Highways
c/o Scranton Publishing Company, Inc.
185 N. Wabash Avenue
Chicago 1, Illinois

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

FORM E-128 60M REVISED 2-52

COMMISSION

RECEIVED
MAR 7 1957
PORTLAND

RECEIVED
APR 5 1957
PORTLAND

OREGON DISTRICT
S-228 (7)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

DOMESTIC SERVICE	$
Check the class of service desired; otherwise this message will be sent as a fast telegram	S
TELEGRAM	E
DAY LETTER	
NIGHT LETTER	

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHORE-SHIP

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 12, 1957
11:45 a. m.

Peter Kiewit Sons' Company
P. O. Box 531
Vancouver, Washington

Contract for grading on the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway, Josephine County for which you submitted low bid on February 26, 1957, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-980)
Files
C. W. Head

FORM R-128 (OM) REVISED 9-52

RECEIVED
1957
COMMISSION

RECEIVED
FOR FILING
OREGON DISTRICT
I-138 (9)
1121

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

April 12, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-138(9), Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway, we hereby concur as of this date in award of contract No. 4921 to Peter Kiewit Sons' Co. of Vancouver, Washington, low bidder in the amount of $688,986.00 at the February 28, 1957 bid opening.

Very truly yours,

C. G. POLK
District Engineer

FORM R-123 6M REVISED 2-58

RECEIVED
APR 15 1957
FOR FILING

I-138(9)

4921

April 12, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County, Project No. I-138(9), to the Peter Kiewit Sons' Co. of Vancouver, Washington, on the basis of the bid of $688,986.00 submitted on February 28, 1957.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HFP:ls

FORM E-122 50M REVISED 8-56
RECEIVED
MAR 1957
COMMISSIONER

RECEIVED
FORM E-122 50M REVISED 8-56
MAR 1957
COMMISSIONER

FOR FILING
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY
1-13-2(9)
1721

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 26, 1957

The California Oregon Power Company
216 West Main Street
Medford, Oregon

Re: The California Oregon Power Company
Power Line Adjustment
Jump Off Joe Creek-Louse Creek Section
Pacific Highway
Josephine County

Gentlemen:

Bids were received on February 28, 1957 on the above titled project and it appears that certain of your facilities, involving the moving of poles, must be adjusted in order to accommodate the highway construction. The poles which must be moved are described as follows:

Pole No.	Location	Easement Recording	
293 A3791 A4103 A4102 A3798	On line crossing freeway, Station 776+00 within Jump Off Joe Creek Interchange	Book 90	Page 152
A2165	150' Easterly of Station 979+25	Book 135	Page 468
441	265' Easterly of Station 1038+30	Book 130	Page 499
A2160	150' Easterly of Station 991+20	Book 135	Page 465
A420	26' Northeasterly of Station "E" 1047+50	Book 131	Page 122

In view of the fact that these facilities are located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. A. L. Severson, Resident Engineer, Box 306, Grants Pass, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Severson.

NOTED
FORREST COOPER

A copy of this letter is being given to Mr. R. L. Porter, Right of Way Engineer, for his further attention regarding exchange of easements.

Very truly yours,

J. M. DeSOUZA
Assistant Counsel

JMD:MC
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. Frank Morgan
Mr. A. W. Severson
Mr. R. L. Porter

FORM E-128 (OM) REVISED 2-55

RECEIVED
MAR 27 1957
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

I-138(9)

4921

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 26, 1957

Pacific Telephone and Telegraph Company
509 S.W. Oak Street
Portland, Oregon

re: Pacific Telephone and Telegraph Company
Telephone Line Adjustment
Jump Off Joe Creek-Louse Creek
Pacific Highway
Josephine County

Gentlemen:

Bills were received on February 26, 1957 on the above titled project and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction.

Part of the adjustment consists of the moving of one pole located 20 feet southerly from Station "J" 13+75 and a contact on a California Oregon Power Company pole located northeasterly from Station "J" 1047+50. At the Louse Creek interchange both of these poles are on the existing highway right of way and it will be your obligation to make the adjustment without compensation.

Another part of the adjustment involves the encasement of a coaxial cable which crosses the highway at Highway Engineer's Station 950+50. This cable was laid on private property under the terms of an easement agreement recorded in Book 127, pages 345 and 346 of the Josephine County Records. A further part of the adjustment involves the moving of telephone lines attached to California Oregon Power Company poles, which are on private property by easement. The locations of this portion of the adjustments are: Five poles crossing the center of the highway at Station 776+00, within the Jump Off Joe Creek Road interchange; 1 pole located 150 feet easterly from Station 991+20 and 1 pole located 265 feet easterly from Station 1038+80.

In view of the fact that these facilities are located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. A. L. Severson, Resident Engineer, Box 306, Grants Pass, Oregon, and estimate of the cost of the work. This estimate should show lump sum amounts for labor,

NOTED
FORREST COOPER

materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Severson.

A copy of this letter is being given to Mr. R. L. Porter, Right of Way Engineer, for his further attention.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:MM
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. Frank Morgan
Mr. A. L. Severson
Mr. R. L. Porter

RECEIVED
MAR 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 28 1957
FOR FILING

I-138(9)

4421

08-55

February 26, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-138(9)
Jumpoff Joe Cr.-Louse Cr. Sec.

Dear Sir:

We were advised today that the State has eliminated the 13' x 13' box culvert barrel under the highway at Station 928 on the above project. This is in addition to the previously requested elimination of the frontage road stations 928 - 963 as requested by our office. Both deletions meet with our approval.

It is our understanding that in order to make these eliminations it was necessary to either make a cash settlement with the property owner or to buy out his holdings lying on the east side of the proposed project. In this connection we believe that a portion of these costs represented by severance damages would be eligible for Federal-aid even though the original acquisition was made prior to programing. Should you desire to claim Federal participation for severance damages, we will recommend it for approval. The amount would necessarily be based on appraisals only. Such appraisals, probably two, should be made by private parties and not by State appraisers. Your request for Federal-aid should explain and justify the change, and particularly show the overall financial savings due to the revised design.

Very truly yours,

C. G. POLK
District Engineer

Original to SHP

NOTED REFERRED TO
FORREST COOPER
BY DEPUTY STATE HIGHWAY ENGINEER

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Mr. Williams

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NO[illegible]
W. C. WILLIAMS

May 19th, 1958

FINAL COST ANALYSIS

Humbug Summit-Elsie Section
Contract #4922

Grading, Surfacing & Paving
Warren Northwest, Contractor
William Malthy, Resident Engineer

Sunset Highway
Prefix 4-1077-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excav., Unclass.	134.22	Cu. Yd.	$3.00	$3.00	$ 402.66	$ 402.66
General Excav., Unclass.	6,434.3	" "	0.90	0.90	5,790.87	5,790.87
Short Overhaul	3,152	Yd. Sta.	0.03	0.03	94.56	94.56
Long "	37.4	C-Yd. Sta.	0.60	0.60	22.44	22.44
Finish R/B & Slopes	1.59	Mile	1,000.00	1,000.00	1,590.00	1,590.00
Rounding Cutbanks	800	Lin. Ft.	0.20	0.20	160.00	160.00
18" Corr. Metal Pipe	34	" "	5.00	5.00	170.00	170.00
6" Perf. Metal Drain Pipe, Uncoated	1,850	" "	2.00	2.00	3,700.00	3,700.00
Special Backfill in Drains	138.37	Cu. Yd.	5.00	5.00	691.85	691.85
Metal Guard Rail	2,341	Lin. Ft.	2.75	2.60	6,086.60	6,437.75
" Sight Posts	26	Each	3.00	2.63	68.38	78.00
Coarse Cr. Mat'l. in Base	17,420	Cu. Yd.	2.40	2.13	37,104.60	41,808.00
3/4"-0 Cr. " " "	4,100	" "	2.60	2.19	8,979.00	10,600.00
Sprinkling	377.4	M/Gal.	2.50	2.25	851.00	943.50
Preparation of Base	6.59	Mile	75.00	38.00	250.42	494.25
3/4"-0 Mat'l. in Binder	170	Cu. Yd.	4.50	2.73	464.10	765.00
RC-3 Asphalt in Binder	22.18	Ton	50.00	44.64	990.12	1,109.00
A.C. Mixture in Patching	1,561.52	"	4.75	4.31	6,735.60	7,417.22
A.C. Mixture	11,998.12	"	4.25	4.31	51,753.29	50,992.01
85-100 Asphalt in Mixture	778.18	"	36.00	34.85	27,119.57	28,014.48
RS-1 Asphalt in Tack Coat	6.03	"	55.00	53.46	322.36	331.65
Furn. & Plac. Aggregates	2,325	Cu. Yd.	4.50	4.31	10,020.75	10,462.50
200-300 Asphalt	129.52	Ton	42.00	41.40	5,362.15	5,439.84

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
RS-1 Asphalt in Oiling	32.82	Ton	$45.00	$43.84	$ 1,438.82	$ 1,476.90
Pavement Seal Aggregates	430.6	Cu. Yd.	2.80	2.41	1,037.75	1,205.68
¼"-#10 Cr. Material in Stockpile	1,595.3	" "	2.80	2.41	3,844.67	4,466.84
PA #1, 1¼"-3/4" Oil Rock in Stockpile	141.3	" "	2.80	2.41	340.53	395.64
Force Account					1,878.73	1,878.73
					$177,270.82	$186,999.37

Gross Revenue	$186,999.37
Total Cost	177,270.82
Net Profit	$ 9,728.55

Net Profit Equals 5.2% of Gross Revenue

FINAL COST ANALYSIS

E. Unit, Quartz Cr.-Rock Creek
Sunset Highway

Grading, Surfacing & Paving
Warren Northwest, Contractor
William Maltby, Resident Engineer

Prefix 4-1075-201(41)
Contract #4923

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$10,700	$6,790.22	$ 6,790.22	$ 10,700.00
Drainage Excav., Unclass.	60.9	Cu. Yd.	2.50	2.50	152.25	152.25
General Excav., Unclass.	50,737.4	" "	0.70	0.70	35,516.18	35,516.18
Short Overhaul	187,230	Yd. Sta.	0.01	0.01	1,872.30	1,872.30
Long "	2,804.2	C-Yd. Sta.	0.50	0.50	1,402.11	1,402.11
Finishing R/B & Slopes	1.18	Mile	600.00	600.00	708.00	708.00
Rounding Cutbanks	3,600	Lin. Ft.	0.15	0.15	540.00	540.00
12" Corr. Metal Pipe	36	" "	3.50	3.50	126.00	126.00
18" " " "	144	" "	4.60	4.60	662.40	662.40
24" " " "	80	" "	6.90	6.90	552.00	552.00
Metal Guard Rail	1,245.5	" "	2.75	2.60	3,238.30	3,425.13
" Sight Posts	42	Each	3.00	2.63	110.46	126.00
Hauling & Placing 2"-0 Rock in Base	5,870	Cu. Yd.	1.10	1.00	5,870.00	6,457.00
Hauling & Placing 3/4"-0 Rock in Base	1,264	" "	1.10	1.00	1,264.00	1,390.40
Preparation of Base	1.18	Mile	200.00	152.57	180.03	236.00
Haul & Place 3/4"-0 in Binder Course	160	Cu. Yd.	3.00	2.73	436.80	480.00
RC-3 Asphalt	17.75	Ton	50.00	44.64	792.36	887.50
A.C. Mixture	2,169.01	"	6.00	5.59	12,124.77	13,014.06
85-100 Asphalt in Mixture	117.13	"	36.00	30.85	3,613.46	4,216.68
RS-1 Asphalt	1.26	"	60.00	53.46	67.36	75.60
Furnish & Place Aggregates	245	Cu. Yd.	7.00	4.31	1,055.95	1,715.00
200-300 Asphalt	20.05	Ton	50.00	41.40	830.07	1,002.50

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
RS-1 Asphalt in Shoulder Oiling	7	Ton	$55.00	$53.46	$ 374.22	$ 385.00
Force Account					3,142.57	3,614.28
					$ 81,421.80	$ 89,256.38

Gross Revenue	$89,256.38
Total Cost	81,421.80
Net Profit	$ 7,834.58

Net Profit Equals 8.8% of Gross Revenue

NT

Detail of Cost
Contracts #4922 & 4923

Labor:

Labor	$62,581.00	
Labor Insurance	5,194.22	
Health and Welfare	626.39	
		$ 68,401.61

Equipment Rental & Misc.:

Equipment Rental (Owned)	$32,183.78	
" " (Rented)	18,467.20	
Gas, Oil & Grease	6,311.67	
P.L. & P.D. Insurance	2,002.14	
Bond	187.94	
Move In	4,464.71	
Freight	2,342.97	
Small Tools & Misc.	321.83	
Office Supplies & Office Rent	827.35	
Telephone & Telegraph	395.95	
Quarry Expense	2,015.30	
Home Office & Overhead	8,286.67	
		77,807.54

Materials:

RS-1 (Freight Included)	47.11	Ton	at	$34.72	$ 1,635.87
RC-3 " "	39.93	"	"	34.40	
85-100 (Freight Included)	895.31	"	"	30.85	27,618.77
200-300 " "	149.57	"	"	31.14	4,658.13
Guard Rail	3,586.5	L.F.	"	1.70	6,097.05
Sight Posts	68	Ea.	"	1.38	93.84
6" Perf. Metal Pipe	100	L.F.	"	0.475	97.78
					41,574.96

Work Done By:

Blaisdell & Son (Grading, Quartz Cr.-Rock Cr.)	$59,365.23	
Luyben (Grading, Humbug Summit)	8,230.53	
Standard & Denton (Guard Rail)	3,312.85	
		70,908.61
T o t a l C o s t		$258,692.62

Remarks:

These projects (Contract #4922 and Contract #4923) were "Federal Aid Primary Projects" calling for widening of 1.63 miles of highway roadbed, involving approximately 43,500 cu. yds. of roadbed excavation; construction of 1.18 miles of stone base and shoulders, involving the placing of approximately 5,910 cu. yds. of state-furnished crushed materials; widening of 1.18 miles of highway pavement, involving approximately 1,990 tons of asphaltic concrete; and construction of Type O-11 modified oil mat wearing surface on 1.18 miles of highway roadbed and shoulders on Contract #4923; calling for excavation and widening of 1.59 miles of existing roadbed, involving approximately 8,400 cu. yds. of general excavation; construction of 1.59 miles of stone base and 6.59 miles of stone shoulders, involving approximately 20,850 cu. yds. of crushed materials; construction of 6.59 miles of asphaltic concrete pavement, involving approximately 14,300 tons of asphaltic concrete; production and stockpiling of approximately 1,600 cu. yds. of crushed materials; and construction of 6.56 miles of O-11 modified oil mat wearing surface on highway shoulders and ditches on Contract #4922.

The projects were bid and awarded April 19th, 1957. Clearing and grading was started May 7th, 1957. Crushing started July 22nd, 1957. Paving began August 26th, 1957, and the contracts were completed September 30th and October 5th, 1957 respectively.

Grading on Contract #4922 was done by John Lubyen & Sons at bid prices and on Contract #4923 by Geo. Blaisdell & Son. Good progress was made and did not hold prime contract up.

Crushing was slow with 115.84 cu. yds. per hour average. Paving plant operated 99 hours, averaging 158.88 tons per hour. Equipment used on job was in fair condition. All equipment used in grading was not owned by prime contractor, and all hauling trucks for crushed aggregates and asphaltic concrete pavement were rented. The difference in cost of asphalt on the two projects was in the haul.

Flagmen were necessary on grading, at rock crusher, paving plant and on paving and oiling of shoulers. These projects were bid in combination. There was good supervision, but due to lost time with crusher and old type paving plant, only a fair profit was realized.

M. N. Juve
Chief Cost Analyst

By . . H. R. Sturgis

RECEIVED
DEC 19 1957
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 18, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4922	4 Final	Warren Northwest Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
29016	H199671	$6,039.31	12-17-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeneske
ACCOUNTING DIVISION

Specified completion Date: 90 workdays from 5-15-57

Time Extensions: None

Completion Date: Sept. 30, 1957

Date Accepted: Oct. 31, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Dec. 19, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 23 1957 GMcW.

NOTED ON CARD

RECEIVED
DEC 12 1957
FOR FILING

December 11, 1957

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4922 for grading and paving on the Humbug Summit-Elsie Section of the Sunset Highway in Clatsop County was completed by the contractor, Warren Northwest, Inc., on Sept. 30, 1957, and was formally accepted by the Highway Commission on Oct. 31, 1957.

Final payment in the amount of $6,039.31 will be released to the Contractor on or after Dec. 21, 1957. The total contract amount is $ 186,999.37, of which amount $1,878.73 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
OCT 23 1957
FOR FILING

Oct. 25, 1957

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc., a portion of the funds heretofore retained by the Commission on Contract No. 4922, for grading and paving on the Humbug Summit-Elsie Section of the Sunset Highway in Clatsop County.

This payment, in the amount of $56,109.04, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $5,596.70. The present payment will be released on or after Nov. 4, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc
cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

F-181 (21)

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 4, 1957, 19

Section Humbug Summit-Elsie

Highway Sunset County Clatsop

Contractor Warren Northwest Inc.

Date of contract May 15, 1957, 19

Date work started June 4, 1957, 19

Project authorization . . . . . $ 215,843.66

Exclusive of engineering . . . . $ 200,176.20

Engineering authorization . . . . $ 15,667.46

Engineering cost to date $ 15,100, 96.4 %

Kind of work Grading & Paving

Section prefix 4-1077

Contract number 4922

Specified work days 90

Work days used 90 93

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 180,970

Estimated per cent overrun or underrun . . . . . -5.7 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Date project was completed September 30, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has completed installing the guard rail and sight posts.

The contractor has completed all clean up except the area around the plant site.

He is in the act of moving out his plant and scale and should have the area cleaned up by the 1st of the week.

The semi-final s in the process of completion and may be finished by estimate time if not the middle of the month.

CONSTRUCTION DIVISION
RECEIVED
OCT 7 1957
NOTED E W B R
CE ACE ACE COE

Noted
M. N. Juve

Signed William E. Maltby
William E. Maltby

Address 253 S. 1st S., St. Helens, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.59	1.59			6.59
Miles partially completed		~~XXXX~~			~~6.59~~
Miles completed	1.59	1.59			6.59
Total estimated quantities (contract)	8,400 ~~XX,XXX~~				
Total quantities corrected to date	6,434	21,520			13,560
Estimated quantities moved or placed to date	6,434	21,520			13, 560
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men 6

Supervision 1

Men and trucks under 3 tons 1

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Clear		
Wednesday			
Thursday			
Friday			
Saturday			

Project completed on the 30th of September;

RECEIVED
OCT 1 1957
FOR FILING

October 3, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 30, 1957, on Contract No. 4922, Rumbug Summit-Klein Section, in Clatsop County, in connection with Federal Aid Project No. F-181(22).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb
cc: Clarence C. Swanson

RECEIVED
AUG 19 1957
FOR FILING

F-111(21)

August 14, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Rattlesnake Summit-Elmira Section of the Sunset Highway in Clatsop County, Contract No. 4922, in connection with Federal Aid Project No. F-111(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmr

RECEIVED
AUG 15 1957
FOR FILING

FORM E-90X—87,500—8-57—1477
F-181 (21)
4922

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1957

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
O f f i c e

L

The subcontract between Warren Northwest, Inc. and John Luyben & Son, covering Items 1, 2, 6 through 9, inclusive, on the Humbug Summit-Elsie Contract No. 4922, Oregon F-181 (21) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

NOTED
FORREST COOPER

RECEIVED
AUG 14 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 2 1957
FOR FILING

F-181(21)
08-35

July 23, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-181(21), Humbug
Summit-Elsie Sec. of the Sunset Hwy.
Contract No. 4922
Order for State Force Work, Account
Nos. 224-238

Dear Sir:

Your letter of July 16, 1957 requested approval of the above order which provides for grass seeding, fertilizing and mulching of cut and fill slopes by State forces.

The work will be as required between Stations 260+00 and 317+00, an overall distance of 1.08 miles. The area to be seeded and mulched is estimated at 2 acres and the estimated cost of the work is $600.

As the State has the specialized equipment and the trained personnel to do this work, and since the amount involved is too small to be done profitably by separate contract, we are approving the force account work as being in the public interest.

Very truly yours,

C. G. Polk
Division Engineer

NOTED

Original to
Mr. Prohert

RECEIVED
JUL 18 1957
FOR FILING

July 16, 1957

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224-238 covering seeding and mulching on the Barbur Summit-Elmis Section of the Sunset Highway in Clatsop County, Contract No. 4922, in connection with Federal Aid Project No. F-121(21).

This work was anticipated and funds included in the Project Authorization. The contractor is not equipped to do this work. The State has the special equipment operated by experienced and trained crews. The amount is too small to let by separate contract.

Equipment rental rates are to be in accordance with the established schedule.

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
JUL 19 1957
FOR FILING

July 16, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 22A-238 covering seeding and mulching on the Burbug Summit-Illahe Section of the Sunset Highway in Clatsop County, Contract No. 4922, in connection with Federal Aid Project No. F-102(21).

This work was anticipated and funds included in the Project Authorization. The contractor is not equipped to do this work. The State has the special equipment operated by experienced and trained crews. The amount is too small to let by separate contract.

Equipment rental rates are to be in accordance with the established schedule.

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED

Form PR: 2 (Revised 1950)

FOR FILING

F-181(21)

State Oregon

Project No. F-181(21)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of July, 19 57,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 28th day of February, 19 57, a program, which was approved on the 4th day of March, 19 57, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the ~~District~~ Division Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 4th day of April, 19 57, and the sum of seventy eight thousand and 00/100

dollars ($ 78,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 235+00 and 319+00, northwest of Elsie,

, length 1.590 miles, in Clatsop County, being Oregon project No. F-181(21), consisting of 1.590 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seventy eight thousand and 00/100 dollars ($ 78,000.00), which does not exceed the authorized Federal pro rata share of one hundred twenty seven thousand, nine and 57/100 dollars ($ 127,009.57), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, Laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

of authority [illegible]

ment for project No. 112, [illegible] will be found in the agree-

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

[illegible]

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Cohain Kuyendall
Chairman, State Highway Commission
(Title of officer)

By J. R. McSain
Member, State Highway Commission
(Title of officer)

By [illegible]
Member, State Highway Commission
(Title of officer)

By [illegible]
(Title of officer)

By [illegible]
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By C. H. Holk
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11870-5

A4.62

OREGON [illegible] JUL 1 19[illegible]

June 28, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Humbug Summit-Klaic Section, Project No. F-181(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EMC:ia

June 28, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Humbug Summit-Elsie Section, Project No. F-161(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EMC:ia

May 13, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Hanbug Summit-Klamie Section, Project No. F-181(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:cr

Oregon State Highway Department

Federal Aid
Project No. F-101(21)

NEHALEM SUNSET-EAST SIDE SECTION OF THE SUNSET HIGHWAY

IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon May 9, 1957

Type Code 6201
Roadway (Sta. 235+00 to Sta. 319+00)(Contract No. 4922)

130 cu.yds.	Drainage Excavation, Unclassified	$ 3.00	$ 390.00
8,400 cu.yds.	General Excavation, Unclassified	.90	7,560.00
18,900 yd.sta.	Short Overhaul	.03	567.00
200 C-yd.sta.	Long Overhaul	.60	120.00
1.59 miles	Finishing Roadbed and Slopes	1,000.00	1,590.00
880 lin.ft.	Rounding Cutbanks	.20	176.00
40 lin.ft.	18-inch Corrugated Metal Pipe	5.00	200.00
1,740 lin.ft.	6-inch Perforated Metal Drain Pipe	2.00	3,480.00
110 cu.yds.	Special Backfill in Drains	5.00	550.00
2,100 lin.ft.	Metal Guard Rail	2.75	5,775.00
20 only	Metal Sight Posts	3.00	60.00
18,400 cu.yds.	Coarse Crushed Material in Base	2.40	44,160.00
1,950 cu.yds.	3/4" - 0 Material in Base	2.60	5,070.00
740 M-gal.	Sprinkling	2.50	1,850.00
1.59 miles	Preparation of Base	75.00	119.25
120 cu.yds.	3/4" - 0 Material in Binder Course	4.50	540.00
20 tons	MC-3 Asphalt in Binder Course	50.00	1,000.00
330 tons	Asphaltic Concrete Mixture in Patching	4.75	1,567.50
5,270 tons	Asphaltic Concrete Mixture	4.25	22,397.50
330 tons	85-100 Asphalt in Mixture	36.00	11,880.00
10 tons	RS-1 Asphalt in Tack Coat	55.00	550.00
570 cu.yds.	Furnishing and Placing Aggregates	4.50	2,565.00
52 tons	200-300 Asphalt	42.00	2,184.00
16 tons	RS-1 Asphalt in Oiling	45.00	720.00
140 cu.yds.	Pavement Seal Aggregates	2.80	392.00
		Subtotal	$115,463.25
		10% Engr. & Cont.	11,546.32
		Total	$127,009.57

Length of Roadway.....1.590 miles
Cost of Roadway Per Mile.....$79,880.23

Federal Funds:	$ 78,000.00
State Funds	49,009.57
	$127,009.57

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920; Chap. 529, Laws, 1939

State Funds for Maint.: Chap. 529, Laws, 1939

Oregon State Highway Department

Federal Aid
Project No. F-181(21)

HUMBUG SUMMIT-ELSIE SECTION OF THE SUNSET HIGHWAY

IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon April 1, 1957

Type Code 6201
Roadway (Sta. 235+00 to Sta. 319+00)

130 cu. yds.	Drainage Excavation, Unclassified	$3.00	$ 390.00
8,400 cu. yds.	General Excavation, Unclassified	1.00	8,400.00
18,900 yd. sta.	Short Overhaul	0.02	378.00
200 C-y. sta.	Long Overhaul	0.50	100.00
1.59 miles	Finishing Roadbed and Slopes	1,000.00	1,590.00
880 lin.ft.	Rounding Cutbanks	0.20	176.00
40 lin.ft.	18-inch Corrugated Metal Pipe	5.50	220.00
1,740 lin.ft.	6-inch Perforated Metal Drain Pipe	2.25	3,915.00
110 cu. yds.	Special Backfill in Drains	6.00	660.00
2,100 lin.ft.	Metal Guard Rail	3.00	6,300.00
20 only	Metal Sight Posts	3.00	60.00
18,400 cu. yds.	Coarse Crushed Material in Base	2.25	41,400.00
1,950 cu. yds.	3/4" - 0 Material in Base	2.50	4,875.00
740 M-gals.	Sprinkling	3.00	2,220.00
1.59 miles	Preparation of Base	250.00	397.50
120 cu. yds.	3/4" - 0 Material in Binder Course	4.00	480.00
20 tons	RC-3 Asphalt in Binder Course	55.00	1,100.00
330 tons	Asphaltic Concrete Mixture in Patching	6.00	1,980.00
5,270 tons	Asphaltic Concrete Mixture	5.00	26,350.00
330 tons	85-100 Asphalt in Mixture	32.00	10,560.00
10 tons	RS-1 Asphalt in Tack Coat	75.00	750.00
570 cu. yds.	Furnishing and Placing Aggregates	4.25	2,422.50
52 tons	200-300 Asphalt	60.00	3,120.00
16 tons	RS-1 Asphalt in Oiling	75.00	1,200.00
140 cu. yds.	Pavement Seal Aggregates	3.00	420.00
		Subtotal	$ 119,464.00
		10% Engr. & Cont.	11,946.40
		Total	$ 131,410.40

Length of Roadway.....1.590 miles
Cost of Roadway per mile.....$82,648.05

Federal Funds	$ 81,000.00
State Funds	$ 50,410.40
	$ 131,410.40

RECEIVED
JUN 11 1957
FOR FILING

F-151(21)

4922

June 10, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 4, 1957, on Contract No. 4922, Humbug Summit-Elkin Section, in Clatsop County, in connection with Federal Aid Project No. F-151(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

DHP:bb

ECEIVED
JUN 1 1957
OR FILING

181(21) 08-35
4922

May 21, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-181(22)
E. Unit, Quartz Creek-Rock Creek
Section of the Sunset Highway

Dear Sir:

It was learned during inspection of the above project that the contractor contemplates subcontracting all items with the exception of paving. That procedure would not, of course, be permissible since the contractor would be performing with his own forces, considerably less than 50 percent of the total contract amount, as required by Federal-aid regulation 1.10(g).

The fact that this project was bid in combination with Project F-181(21) would not affect operation of the regulation as the two projects were let under separate contracts.

Very truly yours,

C. G. POLK
Division Engineer

RECEIVED
MAY 7 - 1957
FOR FILING

4122

May 7, 1957

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4922, which was awarded to you on April 19, 1957 by the State Highway Commission, covering grading and paving on the Humbug Summit-Elsie Section of the Sunset Highway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

cm

Encl.

IVED
1957
ING
21

April 22, 1957

[illegible] Northwest, Inc.
[illegible], Box 5072
[illegible]nd, Oregon

[illegible]men:

The State Highway Commission on April 19, 1957, awarded to you State Highway Contract No. 4922 for grading, paving and furnishing crushed material in stock pile on the Humbug Summit-Elsie Section of the Sunset Highway and also State Highway Contract No. 4923 for grading and paving on the East Unit, Quarts Creek-Rock Creek Section of the Sunset Highway, both in Clatsop County.

This award was based on your bid of $187,893.25 for the Humbug Summit-Elsie Section, and $77,470.50 for the East Unit, Quarts Creek-Rock Creek Section, which total combination bid of $265,363.75 was the low bid submitted to the Commission on that day for these projects. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
APR 23 1957
FOR FILING

F-121 (21)

492

April 22, 1957

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on April 19, 1957, awarded to you State Highway Contract No. 4922 for grading, paving and furnishing crushed material in stock pile on the Humbug Summit-Elsie Section of the Sunset Highway and also State Highway Contract No. 4923 for grading and paving on the East Unit, Quarts Creek-Rock Creek Section of the Sunset Highway, both in Clatsop County.

This award was based on your bid of $187,893.25 for the Humbug Summit-Elsie Section, and $77,470.50 for the East Unit, Quarts Creek-Rock Creek Section, which total combination bid of $265,363.75 was the low bid submitted to the Commission on that day for these projects. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
APR 24 1957
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT F-181(21)

406 STATE HIGHWAY BLDG.
SALEM, OREGON

4922

08-35

April 19, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4922 for Oregon Project F-181(21), Humbug Summit-Elsie Section of the Sunset Highway, to Warren Northwest, Inc., of Portland, Oregon, who submitted the low combined bid for the subject project and Project F-181(22) at today's bid opening. Their bid for this project was $187,893.25.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
APR 2 1957
FOR FILING
OREGON DISTRICT
F-181(21)
4-4-2

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

April 4, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-181(21), Humbug Summit-Elsie Section of the Sunset Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk

C. G. Polk
District Engineer

RECEIVED
MAR 1957
FOR FILING
492

Salem, Oregon
March 15, 1957

Mr. Virgil O'Neil
Assistant Office Engineer
B u i l d i n g

Humbug Mountain Climbing Lane
Humbug Mt.-Elsie Section

It is requested that you add $600 to the authorization for the subject job for seeding, fertilizing and mulching two acres to control surface erosion.

It is anticipated that the work will be accomplished by State Forces under the supervision of the Landscape Engineer.

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Tom Edwards
Mr. M. H. Astrup

RECEIVED
SEP 17 1958
FOR FILING

September 16, 1958

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Completion - Erosion Control Work
Quarts Creek-Rock Creek Section, Unit I
Sunset Highway
Contract No. 4923, F-181(22)

Dear Mr. Polk:

The seeding, fertilizing and mulching work on the subject job were completed March 26, 1958 under the authorization approved in Order for State Force Work dated July 9, 1957.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Staff Engineer

cc Mr. M. H. Astrup

Contract No 4923

Monthly transaction number	Form PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 8	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clatsop
		Project number F-101(22)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 5, 1957, is hereby modified as follows:

Revised estimated total cost of project $ 113,797.00

Revised Federal funds $ 59,583.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 7th day of May, 1958.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By M K McLean

Chairman, State Highway Commission
(Title)

By M Thurman

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

R A Hill
STATE HIGHWAY ENGINEER

USComm-DC 11170

May 2, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the East Unit, Quartz Creek, - Rock Creek Section, Project No. F-181(22).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:er

Form PR 2 (Revised 1950)

RECEIVED
FOR FILING

Contract No. 4925

State Oregon

Project No. F-181(22)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of July, 19 57,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 7th day of March, 19 57, a program, which was approved on the 11th day of March, 19 57, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Division Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 4th day of April, 19 57, and the sum of fifty four thousand, and 00/100

dollars ($ 54,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 923+00 and 1005+00, southeast of Seaside,

, length 1.179 miles, in Clatsop County,

being Oregon project No. F-181(22), consisting of 1.179 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(Include data and citation of ... 1920) ... said project have been made available ... HIGHWAY DEPARTMENT

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of fifty four thousand, and 00/100 dollars ($ 54,000.00), which does not exceed the authorized Federal pro rata share of eighty seven thousand, four hundred seventeen and 55/100 dollars ($ 87,417.55), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By C. H. Rigner
Chairman, State Highway Commissi
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

By W. R. McLean
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11370-8 A4.62

June 28, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the E. Unit, Quarts Creek-Rock Creek Section, Project No. F-181(22).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RSC:ia

May 13, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the East Unit, Quarts Creek-Rock Creek Section, Project No. F-181(22).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WCC:or

Oregon State Highway Department

Federal Aid
Project No. F-121(22)

EAST UNIT, QUARTZ CREEK-ROCK CREEK SECTION OF THE SUNSET HWY.

IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon May 9, 1957

Type Code 6201
Roadway (Sta. 923+00 to Sta. 1005+00)(Contract No. 4923)

All Required	Clearing and Grubbing		$ 10,700.00
40 cu.yds.	Drainage Excavation, Unclassified	$ 2.50	100.00
43,500 cu.yds.	General Excavation, Unclassified	.70	30,450.00
139,200 yd.sta.	Short Overhaul	.01	1,392.00
2,170 C-yd.st.	Long Overhaul	.50	1,085.00
1.18 mile	Finishing Roadbed and Slopes	600.00	708.00
3,600 lin.ft.	Rounding Cutbanks	.15	540.00
22 lin.ft.	12-inch Corrugated Metal Pipe	3.50	77.00
100 lin.ft.	18-inch Corrugated Metal Pipe	4.60	460.00
75 lin.ft.	24-inch Corrugated Metal Pipe	6.90	517.50
1,100 lin.ft.	Metal Guard Rail	2.75	3,025.00
48 only	Metal Sight Posts	3.00	144.00
4,500 cu.yds.	Hauling and Placing 2"-0 Rock in Base	1.10	4,950.00
1,410 cu.yds.	Hauling and Placing 3/4" - 0 Rock in Base	1.10	1,551.00
220 M-gals	Sprinkling	2.50	550.00
1.18 miles	Preparation of Base	200.00	236.00
95 cu.yds.	Hauling and Placing 3/4"-0 Rock in Binder Course	3.00	285.00
16 tons	RC-3 Asphalt	50.00	800.00
1,990 tons	Asphaltic Concrete Mixture	6.00	11,940.00
120 tons	85-100 Asphalt in Mixture	36.00	4,320.00
4 only	RS-1 Asphalt	60.00	240.00
280 cu.yds.	Furnishing and Placing Aggregates	7.00	1,960.00
20 tons	200-300 Asphalt	50.00	1,000.00
8 tons	RS-1 Asphalt in Shoulder Oiling	55.00	440.00
			$77,470.50
All Required	Flagging, (57½ of Contractor's Cost)		2,000.00
		Subtotal	$79,470.50
		10% Engr. & Cont.	7,947.05
		Total	$87,417.55

Length of Roadway.....1.179 mile
Cost of Roadway..... $74,145.50

Federal Funds.....	$54,000.00
State Funds.....	33,417.55
	$ 87,417.55

State Funds for Constr.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920; Chap. 529, Laws, 1939
State Funds for Maint.: Chap. 529, Laws, 1939

Oregon State Highway Department

Federal Aid
Project No. F-181(22)

EAST UNIT, QUARTZ CREEK-ROCK CREEK SECTION OF THE SUNSET HWY.

IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon April 1, 1957

Type Code 6201
Roadway (Sta. 923+00 to Sta. 1005+00)

All Required	Clearing and Grubbing		$3,000.00
40 cu. yds.	Drainage Excavation, Unclassified	$3.50	140.00
43,500 cu. yds.	General Excavation, Unclassified	0.90	39,150.00
139,200 yd. sta.	Short Overhaul	0.02	2,784.00
2,170 C-y. sta.	Long Overhaul	0.50	1,085.00
1.18 miles	Finishing Roadbed and Slopes	1,000.00	1,180.00
3,600 lin.ft.	Rounding Cutbanks	0.20	720.00
22 lin.ft.	12-inch Corrugated Metal Pipe	4.00	88.00
100 lin.ft.	18-inch Corrugated Metal Pipe	5.50	550.00
75 lin.ft.	24-inch Corrugated Metal Pipe	8.00	600.00
1,100 lin.ft.	Metal Guard Rail	3.00	3,300.00
48 only	Metal Sight Posts	3.00	144.00
4,500 cu. yds.	Hauling and Placing 2" - 0 Rock in Base	1.25	5,625.00
1,410 cu. yds.	Hauling and Placing 3/4" - 0 Rock in Base	1.25	1,762.50
220 M-gals.	Sprinkling	3.00	660.00
1.18 miles	Preparation of Base	250.00	295.00
95 cu. yds.	Hauling and Placing 3/4" - 0 Rock in Binder Course	2.00	190.00
16 tons	RC-3 Asphalt	55.00	880.00
1,990 tons	Asphaltic Concrete Mixture	6.00	11, 940.00
120 tons	85-100 Asphalt in Mixture	32.00	3,840.00
4 tons	RS-1 Asphalt	75.00	300.00
280 cu. yds.	Furnishing and Placing Aggregates	4.50	1,260.00
20 tons	200-300 Asphalt	60.00	1,200.00
8 tons	RS-1 Asphalt in Shoulder Oiling	75.00	600.00
			$81,293.50
All Required	Flagging (57½% of Contractor's Cost)		2,000.00
		Subtotal	$83,293.50
		10% Engr. & Cont.	8,329.35
		Total	$91,622.85

Length of Roadway.....1.179 mile
Cost of Roadway, per mile.....$77,712.34

Federal Funds	$56,000.00
State Funds	35,622.85
	$91,622.85

RECEIVED
DEC 19 1957
FOR FILING

file

OREGON STATE HIGHWAY DEPARTMENT

(date)
December 19, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1(2)	6 Final	Warren Northwest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
29452	H199736	$ 3,065.82	12-19-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapuenke
ACCOUNTING DIVISION

Specified completion Date: **90 workdays from 5-15-57**

Time Extensions: **None**

Completion Date: **Oct. 5, 1957**

Date Accepted: **Oct. 31, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Dec. 20, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 23 1957 GRW.

NOTED ON CARD

RECEIVED
DEC 13 1957
FOR FILING

Dec. 12, 1957

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4923 for grading and paving on the E. Unit, Quartz Creek-Rock Creek Section of the Sunset Highway in Clatsop County was completed by the contractor, Warren Northwest, Inc., on Oct. 5, 1957, and was formally accepted by the Highway Commission on Oct. 31, 1957.

Final payment in the amount of $3,065.82 will be released to the contractor on or after December 23, 1957. The total contract amount is $89,256.38, of which amount $3,614.28 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
OCT 18 1957
FOR FILING

Oct. 17, 1957

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc., a portion of the funds heretofore retained by the Commission on Contract No. 4923, for grading and paving on the East Unit, Quarts Creek-Rock Creek Section of the Sunset Highway in Clatsop County.

This payment, in the amount of $36,130.78, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,665.69. The present payment will be released on or after October 28, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em
cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
OCT 10 1957
FOR FILING
4123

October 8, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 5, 1957, on Contract No. 4923, East Unit, Gurtis Creek-Rock Creek Section in Clatsop County, in connection with Federal Aid Project No. F-121(22).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC: Clarence G. Benson

DBP:lmr

Form E-1—1084—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

F 181 (22)
4922

For Week Ending October 4, 19 57

Section E. Unit Quartz Creek-Rock Creek

Highway Sunset County Clatsop

Contractor Warren Northwest Inc.

Date of contract May 15, 1957, 19

Date work started May 6, 1957, 19

Project authorization . . . . . $ 111,904.31
Exclusive of engineering . . . . $ 103,946.37

Estimated cost of completed project, exclusive of engineering . . . . . $ 1107,,283

Estimated per cent overrun or underrun . . . . . + 3.2 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 7,957.64

Engineering cost to date $ 8,500.00, 106.8 %

Kind of work Grading & Paving

Section prefix 4-1075

Contract number 4923

Specified work days 90

Work days used 90

Per cent of time elapsed 100 %

Date project was completed October 5, 1957, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractro completed installation of the guard rail and sight posts and finished cleaning up the area as of the 5 th of October.

vThe project is now completed and the semi-final s in the process of being made up and should be complete by the middle of themonth.

CONSTRUCTION DIVISION
RECEIVED
OCT 7 1957
NOTED CE ME ASE CDE

Noted
M. N. Juve

Signed William E. Maltby
William E. Maltby

Address 253 S. 1st St., St. Helens, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.63	1.18			1.18
Miles partially completed					
Miles completed	1.63	1.18			1.18
Total estimated quantities (contract)	43,500	5,910			1,990
Total quantities corrected to date	50,737	7,134			2,169
Estimated quantities moved or placed to date	50,737	7,134			2,169
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men	4				
Supervision	1				
Men and trucks under 3 tons	1				
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	CCleer		
Wednesday	Cloudy		
Thursday	Showers	1	
Friday	Showers	1	
Saturday			

Project completed October 5, 1957

RECEIVED
AUG 6 1957
FOR FILING
F-181 (22)
08-35

File

August 5, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-181(22), E. Unit,
Quartz Creek-Rock Creek Section of
the Sunset Highway - Contract No. 4923

Dear Sir:

We are returning, unapproved, all copies of Orders for State Force Work, account Nos. 233 and 234, covering drainage work on the above project.

The work involved does not appear unusually difficult or of a nature that could not be satisfactorily accomplished by any contractor on roadway construction. Furthermore, the contractor in this instance has other culvert work on the subject project as well as on companion Project F-181(21), Humbug Summit-Elsie Section.

The economy to be expected by use of State forces would, we believe, be largely nullified as far as the Government is concerned, by the extra work required of administrative and clerical personnel in all offices.

Very truly yours,

C. G. Polk
Division Engineer

Attachments

Original to
Mr. Probert

CEIVED
L 25 1957
FILING

July 23, 1957

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering installing 6" perforated corrugated metal pipe and constructing counterbalance on the Quarts Creek-Rock Creek Section of the Sunset Highway in Clatsop County, Contract No. 4923, in connection with Federal Aid Project No. F-161(22).

This work is necessary to stabalize and drain cutbanks. Numerous springs are feeding water to the toe of the slope. The cutbanks are showing signs of giving away. It is planned to place the pipe at the toe of the slope and to place quarry run rock as a counterbalance to prevent a slide out.

Work under this order was started July 15, 1957.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEP:ia

Encl.

RECEIVED
JUL 24 1957
FOR FILING
F-181(22)
08-35
4-3

July 23, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon F-181(22), E. Unit Quartz Creek-
Rock Creek Sec., Sunset Highway
Contract No. 4923

Dear Sir:

Reference is made to your letter of July 18 requesting approval of Order for State Force Work No. 224-238, covering grass seeding, fertilizing and mulching of cut and fill slopes on the above project.

The work will be performed at intermittent points as required at an estimated cost of $2,400. The overall length of the project is 1.179 miles and about 12 acres of slope seeding is involved.

The use of State forces on this work is approved as being in the public interest for the following reasons:

1. The contractor does not have the equipment or trained personnel, whereas, the State has crews that specialize in slope seeding.

2. It is expected that the work can be done more economically and satisfactorily by the experienced State forces.

Very truly yours,

C. O. Polk
Division Engineer

E D
ORREST COOPER

Original to Mr. Brobert

RECEIVED
JUL 19 1957
FOR FILING

F-151(22)

4923

July 18, 1957

Mr. C. O. Falk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 22L-238 covering seeding and mulching on the East Unit, Quarts Creek-Fook Creek Section of the Sunset Highway in Clatsop County, Contract No. 4923, in connection with Federal Aid Project No. F-151(22).

The contractor is not equipped to do this work. The State has the special equipment, operated by experienced crews, to do the work more economically than by separate contract.

Your approval of this order on the basis of agreed unit prices is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
JUL 17 1957
FOR FILING

July 16, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 234 covering salvaging and relaying 8" metal drain pipe on the East Unit, Quarts Creek-Rock Creek Section of the Sunset Highway in Clatsop County, Contract No. 4929, in connection with Federal Aid Project No. F-141(22).

The presence of the 8" perforated corrugated metal pipe right and left of Station 933 - 939 was not known when plans were made and the contract awarded. The contractor does not have suitable trenching equipment. The amount is too small to contract separately. The State has crews and equipment available for this work. Your approval on Force Account basis is requested.

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
JUL 11 1957
FOR FILING
F-181(22)
4923

July 10, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 233 covering construction of a rubble masonry catch inlet on the East Unit, Quarts Creek-Hook Creek Section of the Sunset Highway in Clatsop County, Contract No. 4923, in connection with Federal Aid Project No. F-181(22).

This work was anticipated in the Special Provisions and plans as Extra Work. It is necessary to carry water from above drains. The contractor is not equipped to do the work. The State has crews available. The amount is too small to contract. Equipment rental rates will conform to the established schedule.

Very truly yours,

H. C. Williams
State Highway Engineer

By

D. H. Probert
Office Engineer

DBP:bb

Encl.

RECEIVED
JUL 10 1957
FOR FILING

F-181(22)
4183

July 9, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the East Unit, Quarts Creek-Rock Creek Section of the Sunset Highway in Clatsop County, Contract No. 4923, in connection with Federal Aid Project No. F-181(22).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
JUL 1 1957
FOR FILING

F-181(22)

4923

file

08-35

May 21, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-181(22)
E. Unit, Quarts Creek-Rock Creek
Section of the Sunset Highway

Dear Sir:

It was learned during inspection of the above project that the contractor contemplates subcontracting all items with the exception of paving. That procedure would not, of course, be permissible since the contractor would be performing with his own forces, considerably less than 50 percent of the total contract amount, as required by Federal-aid regulation 1.10(g).

The fact that this project was bid in combination with Project F-181(21) would not affect operation of the regulation as the two projects were let under separate contracts.

Very truly yours,

C. G. POLK
Division Engineer

NOTED
FORREST COOPER

Original to
Mr. Brainard
copy to Edwards

RECEIVED
MAY 11 1957
FOR FILING
F-181(22)
4123

May 10, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 6, 1957, on Contract No. 4923, East Unit, Rock Creek-Kamrus Creek Section, in Clatsop County, in connection with Federal Aid Project No. F-181(22).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

RECEIVED
MAY 7 - 1957
FOR FILING

4923

May 6, 1957

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4923, which was awarded to you on April 19, 1957 by the State Highway Commission, covering grading and paving on the East Unit, Quartz Cr.-Rock Cr. Section of the Sunset Highway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Quarry, Assistant Secretary

en

Encl.

RECEIVED
APR 24 1957
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

4923

08-35

April 19, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4923 for Oregon Project F-181(22), East Unit, Quartz Creek-Rock Creek Section of the Sunset Highway, to Warren Northwest, Inc. of Portland, Oregon, low bidder in the amount of $77,470.50 at today's bid opening. Award was on the basis of the low combined bid for this project and Project F-181(21).

Very truly yours,

O. G. Polk

O. G. POLK
District Engineer

RECEIVED
APR - 1957
OREGON DISTRICT
FILING
F-181(22)
4923

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

April 4, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-181(22), East Unit, Quartz Creek-Rock Creek Section of the Sunset Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk

C. G. Polk
District Engineer

RECEIVED
APR 1 - 1957
FOR FILING
F-181(22)
OREGON DISTRICT
4923

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

March 27, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of March 22, 1957 requesting our approval of the furnishing by the State of crushed rock surfacing material on Oregon Project F-181(22), East Unit, Quartz Creek-Rock Creek Section of the Sunset Highway.

Contingent upon the materials meeting all regular specification requirements, their use is approved as requested.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
MAR 28 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 25 1957
FOR FILING

F-181(22)
4923

March 22, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We refer to proposed project FAP F-181(22) for climbing lane construction on the East Unit of the Quarts Creek-Rock Creek Section of the Sunset Highway for which bids are to be received about May 10.

We originally planned to handle this project without federal aid and in accordance with that plan, we had the materials required for base courses and shoulders produced under a rock production contract and stockpiled near the job site. May we have your permission to furnish these materials to the contractor without charge and on a non-participating basis with respect to federal aid.

The quantities involved are as follows:

2" - 0" materials for base	4,500 cu. yds.
3/4" - 0" materials for base	1,410 cu. yds.
3/4" - 0" materials for binder	95 cu. yds.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ia

RECEIVED
MAR 5 1957
F-181(22)
4923

Salem, Oregon
March 4, 1957

Mr. Virgil O'Neil
Assistant Office Engineer
B u i l d i n g

Quarts Creek-Rock Creek Section
Unit I
Sunset Highway, Clatsop County

It is requested that you add $2400 to the authorization for the subject job for 12 acres of seeding and mulching to control erosion. It is anticipated that the work will be accomplished by State Forces under the supervision of the Landscape Engineer.

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Tom Edwards
Mr. M. H. Astrup

-1 '68 Bunker Hill-Davis Slough Inc. 1967
of the Oregon Coast "W".
#1021 (Paving)

RECEIVED
SEP 27 1957
PER FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 25, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
492h	3 f	Johnson's Cement Products	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27272	H 122581	$1,480.37	Sept. 25, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenhaus
ACCOUNTING DIVISION

Specified completion Date: 70 workdays from 5-15-57

Time Extensions: none

Completion Date: July 13, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 26, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

SEP 27 1957

NOTED ON CARD

RECEIVED
SEP 18 1957
FOR FILING

Sept. 17, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: O. H. Burnett

Gentlemen:

State Highway Contract No. 4924 for paving on the Bunker Hill-Davis Slough Section of the Oregon Coast Highway in Coos County was completed by the contractor, Johnson's Cement Products, on July 13, 1957 and was formally accepted by the Highway Commission on Aug. 8, 1957.

Final payment in the amount of $1,480.37 will be released to the contractor on or after Sept. 27, 1957. The total contract amount is $49,345.75, of which amount $446.44 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
AUG 15 1957
FOR FILING

6-1068

4924

August 14, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Johnson's Cement Products in connection with Contract No. 4924, for paving on the Bunker Hill-Davis Slough Section of the Oregon Coast Highway in Coos County. This payment, in the amount of $2,372.31, will be released to the contractor on or after August 24, 1957. The retained percentage is $1,480.37.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

NOTED ON CARD

Form E-1—10M—6-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Bunker Hill - Davis Slough

Highway Oregon Coast

Contractor Johnson Cement Products

Date of contract April 19, 1957

Date work started June 20, 19 57

Project authorization . . . . . $ 54,286.88

Exclusive of Engineering . . . . . $ 50,426.48

Estimated cost of completed project, exclusive of engineering . . . . . $ 50,426.48

Estimated per cent overrun or underrun . . . . . none %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 3,860.40

Engineering cost to date $ 2,750, 71 %

For Week Ending July 20, 1957

Kind of work Paving

Section prefix 6 - 1068

Contract number 4924

Date of completion 70 Workdays Begin May 15, 19 57

Estimated date of completion ....., 19.....

Per cent of time elapsed 43 %

Date project was completed July 13, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The shaping and compacting of the rock shoulders was completed July 13. This item marks the completion of this project.

CONSTRUCTION DIVISION
RECEIVED
JUL 22 1957
NOTED: CE ACE ACE

Noted
M. N. Juve

NOTED
FORREST COOPER

NOTED
C. E. PAULSEN

Signed John L. Hunter

Address Box 496 North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 96033

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					2.99
Miles partially completed					
Miles completed					1.99
Total estimated quantities (contract)		660 cy		6 ton	4500 ton
Total quantities corrected to date		680		3.5	4605
Estimated quantities moved or placed to date		"		"	"
Average daily quantities		400			460
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
MAY 13 1957
FOR FILING
6-14-57
4924

May 13, 1957

Johnson's Cement Products
P. O. Box 428
Coos Bay, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4924, which was awarded to you on April 19, 1957 by the State Highway Commission for paving on the Bunker Hill-Davis Slough Section of the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm

Encl.

RECEIVED
APR 24 1957
FOR FILING
6-10-68
4424

April 22, 1957

Johnson's Cement Products
Box 428, 1847 Bayshore Drive
Coos Bay, Oregon

Gentlemen:

The State Highway Commission on April 19, 1957, awarded to you State Highway Contract No. 4924 for paving on the Bunker Hill-Davis Slough Section of the Oregon Coast Highway in Coos County.

This award was based on your bid of $47,955.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

files

OREGON STATE HIGHWAY DEPARTMENT

(date)
November 19, 1957

(CONTRACTOR)

(EST. NO.)

Angell Bros.

7 Final
(WARRANT NO.)

(AMOUNT)

(DATE)

H196734

$ 1,221.52

11-18-57

above is in payment of the final estimate of the above described
ant will be held in the Accounting Division until advised by you
thorized.

Gertrude Chapweske
ACCOUNTING DIVISION

---

on Date: 80 workdays from 5-15-57

80 workdays from 5-15-57

Aug. 30, 1957

Sept. 12, 1957

None of record

Claim in amt. of $2,643.92 by Valley Equipment Co. against Bandon Rock Co., subcontractor.

1957

ng Division:

above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

6-1069 Corner Cr. Sec. of the Oreg. 1957
#4925 Coast Hwy. (Grading and Oiling)

files

RECEIVED
NOV 25 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) November 19, 1957

(CONTRACT NO.) 1269	(EST. NO.)	(CONTRACTOR)	
4925	7 Final	Angell Bros.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26063	H196734	$ 1,221.52	11-18-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 80 workdays from 5-15-57

Time Extensions: 80 workdays from 5-15-57

Completion Date: Aug. 30, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: Claim in amt. of $2,643.92 by Valley Equipment Co. against Bandon Rock Co., subcontractor.

Remarks:

Date: Nov. 20, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

NOV 1957 gc

NOTED ON CARD

RECEIVED
NOV 6 1957
FOR FILING

Nov. 6, 1957

CERTIFIED MAIL

American Surety Co. of New York
David A. Lewis, Asst. Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4925 for grading and oiling on the Conner Creek Section of the Oregon Coast Highway in Coos County was completed by the contractor, Angell Bros., on Aug. 30, 1957, and was formally accepted by the Highway Commission on Sept. 12, 1957.

Final payment in the amount of $1,221.52 will be released to the contractor on or after Nov. 16, 1957. The total contract amount is $40,717.49, of which amount $428.08 represents force account items.

There is a claim filed against this contract, of which you have been previously notified, by Valley Equipment Co. against Bandon Rock Co., subcontractor for Angell Bros., for equipment rental in the amount of $2,643.92.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

RECEIVED
OCT 28 1957
FOR FILING

4925

Oct. 28, 1957

CERTIFIED MAIL

American Surety Co. of New York
David A. Lewis, Ass't. Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Angell Bros. in connection with Contract No. 4925, for grading and oiling on the Conner Creek Section of the Oregon Coast Highway in Coos County. This payment, in the amount of $3,267.12, will be released to the contractor on or after Nov. 7, 1957. The retained percentage is $1,221.52.

There is a claim filed against this project by Valley Equipment Co. against Bandon Rock Co., subcontractor for Angell Bros., for equipment rental in the amount of $2,643.92. You have been previously notified of this claim.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

RECEIVED
SEP 2 1 1957
FOR FILING
4125

Sept. 19, 1957

CERTIFIED MAIL

American Surety Co. of New York
David A. Lewis, Ass't. Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Angell Brothers a portion of the funds heretofore retained by the Commission on Contract No. 4925, for grading and oiling on the Conner Creek Section of the Oregon Coast Highway in Coos County.

This payment, in the amount of $8,215.09, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,120.48. The present payment will be released on or after Sept. 30, 1957.

A claim has been filed against this project, of which you have been previously notified, being claim of Valley Equipment Company for equipment rental in the amount of $2,643.92.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

FORM E-123X 50M 8-57

RECEIVED
SEP 13 1957
FOR FILING

COMMISSIONERS

CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 17, 1957

Mr. Kenneth E. Brown
Attorney at Law
Silverton, Oregon

Dear Mr. Brown:

Thank you for your letter of September 12, 1957, with enclosures. I have forwarded your letter and the enclosures to Mr. Herb Glaisyer who, I understand, has written you concerning this matter.

With kind personal regards, I am

Very truly yours,

LEONARD I. LINDAS
Chief Counsel

LIL:br
cc: H. B. Glaisyer

NOTED
H. B. GLAISYER

TELEPHONE TRINITY 3-5014
KENNETH E. BROWN
ATTORNEY AT LAW
SILVERTON, OREGON

RECEIVED
SEP 1957
LEGAL DEPT.

September 12, 1957

Leonard I. Lindas
Chief Counsel
State Highway Department
Salem, Oregon

Dear Mr. Lindas:

In reply to your letter of Sept. 9, I am enclosing copies of two letters which, I think, are self-explanatory.

I would appreciate any further information that you might be able to give and any suggestions that you might have.

Very truly yours,

KENNETH E. BROWN

KEB:lbs
Enc.(2)

C
O
P
Y

BANDON ROCK
BOX 245
BANDON, ORE.

RECEIVED
JUL 1957
LEGAL DEPT.

July 25, 1957

Angell Bros. Excavating Contrs.
528 6th Street Eastside
Coos Bay, Oregon

Gentlemen:

I hereby authorize you to pay the sum of $770.00 to Mr. Jack Taggart of Valley Equipment Co. 620 Seventh Street, Salem, Oregon, for conveyor belts and troughing rolls. This belt and troughing rolls were used for crushing rock on the State Highway Conner's Creek job.

Very truly yours,

/s/ Perry Plymale
Bandon Rock

BR/np

c/c Valley Equipment

C
O
P
Y

RECEIVED

June 16, 1977
Box 245
Bandon, Ore.

Dear Mr. Woodrow:

You asked how's fishing. We've been too busy to know what a fish even looks like. Haven't even been out on our boat this summer.

The crusher, "The Little Monster", as we call it, is doing everything you folks said it would do, but now the trouble is getting the rock to the crusher fast enough. Perry is fixing up one of our old trucks to help the hammer out.

It has taken a lot of time to get the rest of the crushers to work at the same speed with "The Little Monster."

Perry is crushing on the state job now out of Agness, so money has come in as yet. The rock in the pit of the county will pay most of it. The County's rock has been all because of their flood year and they are broke. They probably won't start hauling for another month or so. The county has already been our best account. So we really miss their checks.

Millerlines haven't been good either. I even sent one in the car & personally saw a few of the customers that have been in but looks too late. Our mill's been too much trouble to be late. We will have a crew for three, quite soon. State job also is slow.

Sincerely hope this mail's going to get you out too much.

Very truly yours

/s/ Irene Pemble

RECEIVED
SEP 11 1957
FOR FILING

September 11, 1957

Mr. Kenneth E. Brown
Attorney at Law
Silverton, Oregon

Dear Mr. Brown:

Further reference is made to previous correspondence regarding the claim of the Valley Equipment Company against Bandon Rock Company arising out of State Highway Contract No. 4925 awarded to Angell Bros. for grading and oiling the Conner Creek Section of the Oregon Coast Highway in Coos County.

Mr. Leonard I. Lindas, the Highway Commission's Chief Counsel, wrote you on September 9, that Bandon Rock Company is not considered a subconstractor under Angell Bros. Notwithstanding that information, it is believed that Valley Equipment Company does have a claim against the job because the equipment that was rented by Bandon Rock Company from the Valley Equipment Company was used in connection with the performance of Angell Bros.' contract. Such being the case, it would be my suggestion that you file your claim with the Secretary of State in conformity with the statutes covering such matters. You no doubt are familiar with the law in this regard, none the less, I enclose excerpts for your ready reference.

As stated in my letter of August 20, the American Surety Company of New York wrote the performance bond that was furnished by Angell Bros. in connection with this job. Nasburg Insurance Agency, Coos Bay, Oregon, are the local agents.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM

HBG/dp
Enclosure

cc: Angell Bros.
P. O. Box 288
Eastside, Oregon

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

H. B. Glaisyer

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 9, 1957

Mr. Kenneth E. Brown
Attorney at Law
Silverton, Oregon

Re: Claim Valley Equipment Co.
v. Bandon Rock Company.

Dear Mr. Brown:

The file in the above case has been forwarded to this office for investigation, which investigation discloses that the Bandon Rock Company is not a subcontractor under Angell Brothers, in connection with State Highway Contract No. 4925 pertaining to the grading and oiling of the Conner Creek Section of the Oregon Coast Highway in Coos County.

Our information is that the Angell Bros. purchased rock from the Bandon Rock Company on the open market for which they paid cash in advance. This information is given to you for such use as you wish to make of it, and should there be any further information you desire from us do not hesitate to call.

With kind personal regards, I remain

Very truly yours,

LEONARD I. LINDAS
Chief Counsel

LIL:br
cc: H. B. Glaisyer ✓

NOTE

TELEPHONE TRINITY 3-5014
KENNETH E. BROWN
ATTORNEY AT LAW
SILVERTON, OREGON

September 5, 1957

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

In reply to your letter of September 3, I have checked our records and find that the Bandon Rock is an assumed business name of one Perry Plymale. It may be that Mr. Plymale is operating under his own name on this job, rather than under the assumed business name.

Sincerely yours,

Kenneth E. Brown

KENNETH E. BROWN

KEB:lbs

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

September 3, 1957

Kenneth E. Brown
Attorney at Law
Silverton, Oregon

Dear Mr. Brown:

Reference is made to your letter of August 16, 1957 concerning the claim of your client, Valley Equipment Company of Salem, against Bandon Rock Company, subcontractor under Angell Bros. in connection with State Highway Contract No. 4925, grading and oiling the Conner Creek Section of the Oregon Coast Highway, Coos County.

On August 20, 1957 we wrote to the American Surety Company of New York, surety on the bond furnished by Angell Bros. in connection with this job, advising them of this claim. I have just received a reply which I quote:

> "On the above bond Mr. Angell has advised Bandon Rock Company is not a sub-contractor on the job and we have advised him to write to you to clarify his position."

It may be that Bandon Rock Company is not the correct name of the subcontractor to whom you refer. I would suggest that you check with your client as to the correctness of the name and advise this office who will then check into the matter further.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Angell Bros.
EXCAVATING CONTRACTOR
Robert Angell

☆ BULLDOZING
☆ CAT LOADER
☆ ¾ YARD SHOVEL
☆ DUMP TRUCKS
☆ FILL MATERIALS
☆ ROCK

PHONE COngress 7-2057

528 6TH AVENUE
P. O. BOX 288
EASTSIDE, OREGON

August 31, 1957

H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In reference to your letter of August 20th to American Surety Co., for which we received a copy, we consider the claim of $2,643.92 by the Valley Equipment Co, Salem against Bandon Rock as no concern of ours.

Mr. Lane of American Surety asked us to write to you and get your advice as to whether Bandon Rock Co. could possibly be classed as a Sub-Contractor on the Conner Creek job Contract No. 4925, from whom we purchased rock on the open market. We have paid to Bandon Rock $4000.00 in advance for which we have a bill of sale, and also taken care of several other claims including that of Valley Equip. Co. for $770.00, which we had authorization from Mr. Plymale of Bandon Rock to do so.

This is causing us unnecessary work, as we cannot see how Bandon Rock could possibly be classified as a Sub-Contractor. Would appreciate your advice on this.

Thanking you,

Very truly yours,

ANGELL BROS.

Robert Angell

cc: American Surety Co.
725 Yeon Bldg.
Portland, Oregon

RECEIVED
SEP 4 1957
OREGON
STATE HIGHWAY COMMISSION

A. F. LAFRENTZ
Chairman of the Board

W. E. McKELL
President

American Surety Company
of New York

PORTLAND BRANCH OFFICE
600 YEON BUILDING
522 S.W. FIFTH AVENUE – PORTLAND 4, OREGON – TEL. CAPITOL 8-9438

August 29, 1957

DAVID A. LEWIS
Manager

State of Oregon
State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Re: Bond #39-570-304
Contract #4925

Gentlemen:

On the above bond Mr. Angell has advised Bandon Rock Company is not a sub-contractor on the job and we have advised him to write to you to clarify his position.

Very truly yours,

W. D. Lane

W. D. Lane
Claim Manager

l/h

NOTED
H. B. GLAISYER

RECEIVED
AUG 30 1957
OREGON
STATE HIGHWAY COMMISSION

State Printing 134

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

6-1069

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 31, 1957

Section Conner Creek

Highway Oregon Coast County Coos

Contractor Angell Brothers

Date of contract April 19, 1957

Date work started April 29, 1957

Project authorization $44,094.04

Exclusive of engineering $40,958.46

Kind of work Grading & Oiling

Section prefix 6-1069

Contract number 4925

Specified work days 60

Work days used 70

Per cent of time elapsed 88 %

Estimated cost of completed project, exclusive of engineering $44,206.83

Estimated per cent overrun or [redacted] 0.26 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $3,135.38

Engineering cost to date $2,930, 94 %

Date project was completed August 30, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Placing of O-11 oil was done on Friday of last week. Maintaining with A-10 and brooming from Saturday through Tuesday. Shoulders have been completed. General clean up work over entire job has been done.

L. R. Chandler over project on Tuesday.

F. Mills in office on Friday.

CONSTRUCTION ENGINEER

Noted
M. N. Juve

Eyb

Signed John L. Hunter

Address P.O. Box 496, North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVIN
Miles in project	0.28	0.28		0.28	
Miles partially completed					
Miles completed	0.28	0.28		0.28	
Total estimated quantities (contract)	20,000 cy	2,700 cy		24 ton	
Total quantities corrected to date	20,000 cy	2,700 cy		18 ton	
Estimated quantities moved or placed to date	18,000 cy	2,700 cy		18 ton	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week					
Men			5		
Supervision			2		
Men and trucks under 3 tons			1		
Men and trucks over 3 tons					
Men and tractors			2		

Equipment used during week: Shovels ....., Power graders ....1...., Rollers ....1...., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., water truck 1 . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
AUG 20 1957
FOR FILING

(-107
4725

August 20, 1957

American Surety Company of New York
725 Yeon Building
Portland 4, Oregon

Gentlemen:

We have received a letter from Kenneth W. Brown, Attorney in Silverton, Oregon, advising that he represents the Valley Equipment Company of Salem, who have a claim against Pardon Rock Company, subcontractor for Angell Bros., on contract #4925 for grading and oiling the Cannar Creek Section of the Oregon Coast Highway in Coos County.

The claim is in the sum of $2,643.92 for equipment parts, crusher rent, and hauling of the crusher from May 28 to July 25, 1957.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:de

cc: Hanbury Insurance Agency
Coos Bay
Oregon

cc: Angell Bros.,
528 6th Avenue
Portland
Oregon

cc: Chas. H. Reynolds
M. K. McIver
Robert B. Chessman
W. C. Williams
Forrest Cooper

NOTED ON CARD

RECEIVED
AUG 20 1957
FOR FILING

August 20, 1957

Mr. Kenneth E. Brown
Attorney at Law
Silverton, Oregon

Dear Sir:

This is to acknowledge your letter of August 16 to which was attached a copy of a claim of the Valley Equipment Company of Salem, against the Bandon Rock Company, a subcontractor for Angell Brothers, on our contract #4925, for grading and oiling the Corner Creek Section of the Oregon Coast Highway in Coos County. The claim is in the amount of $2,643.92.

American Surety Company of New York, through Westburg Insurance Agency, Coos Bay, furnished the performance bond for this contract, which to date, has not been completed.

If you wish to protect your client's claim for a period longer than 6 months following the completion of the contract and acceptance by the Highway Commission, you might file the claim with the Secretary of State.

Although you are undoubtedly familiar with the law, we have attached excerpts of the Oregon Laws outlining the procedure in preparing filing.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc
Attach.

NOTED ON CARD

TELEPHONE TRINITY 3-5014
KENNETH E. BROWN
ATTORNEY AT LAW
SILVERTON, OREGON

August 16, 1957

4925

Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I represent the Valley Equipment Company of Salem, Oregon who have a claim against the Bandon Rock Company, a sub contractor for Angell Brothers excavating contractors who have been awarded the Conner's Creek Job.

Enclosed please find copy of statement. The claim is for equipment rental. The equipment was used to crush rock for said Conner's Creek Job.

Very truly yours,

KENNETH E. BROWN

KEB:lbs
Enc. (1)

REFERRED TO
BY SECRETARY

RECEIVED
AUG 19 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

[redacted]

July 31 [redacted]

Baldwin Rock
Baldon, Oregon

5/28/57	130' of 24" conveyor belt		4.50	550.00
	10 Stephens-Adamson troughing rolls - 24"		22.00	220.00
7/25/57	Crusher rent - July 1 to July 25th	24 days	53.33	1279.92
	Cost of repossessing and hauling crusher			518.00
	Repairs			76.00	[redacted]

RECEIVED
AUG 19 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 7 - 1957
FOR FILING
4425

May 7, 1957

Angell Bros.
528 6th Avenue
Eastside, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of each of the contracts listed below, awarded to you on April 19, 1957 by the State Highway Commission:

Contract No. 4925, for grading and oiling on the Conner Creek Section of the Oregon Coast Highway in Coos County.

Contract No. 4926, for grading and paving on the Eastside ("F" Street) Section in Coos County.

A copy of these contracts are also being sent to the surety on your performance bonds.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

am

Encl. 2

RECEIVED
APR 23 1957
FOR FILING

6-1069

4 1 of 5

April 22, 1957

Angell Bros.
528 - 6th Avenue
Eastside, Oregon

Gentlemen:

The State Highway Commission on April 19, 1957, awarded to you State Highway Contract No. 4925 for grading and oiling on the Cooner Creek Section of the Oregon Coast Highway in Coos County.

This award was based on your bid of $35,344.70, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

FORM E-123X 37½M 10-56

RECEIVED
APR 19 1957
FOR FILING

COMMISSIONERS
BEN N. CHANDLER, CHAIRMAN
COOS BAY
GAIL H. DEVOLDER, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 18, 1957

City of Bandon
City Hall
Bandon, Oregon

Re: City of Bandon
Power Line Adjustment
Conner Creek Section
Oregon Coast Highway
Coos County

Gentlemen:

Bids on the above titled project will be received on April 19, 1957 and it appears that a power line owned by the City of Bandon must be adjusted in order to accommodate the highway construction. The adjustment involves the moving of five poles on the easterly side of the existing highway between Highway Engineer's Stations 473 and 483. In view of the fact that these facilities are located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. John L. Gunter, Resident Engineer, Box 496, North Bend, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Gunter.

A copy of this letter is being given to Mr. R. L. Porter, Right of Way Engineer, for his further attention regarding exchange of easements.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. Frank Morgan
Mr. John L. Gunter
Mr. F. W. Farrar
Mr. R. L. Porter

FILED
FORREST COOPER

RECEIVED
APR 18 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 19 1957
COMMISSIONERS
FOR FILING
BEN B. CHANDLER, CHAIRMAN
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
6-1019
1912

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 17, 1957

West Coast Telephone Company
354 South Fourth Street
Coos Bay, Oregon

Re: West Coast Telephone Company
Telephone Line Adjustment
Conner Creek Section
Oregon Coast Highway

Gentlemen:

Bids on the above titled project will be received on April 19, 1957 and it appears that some of your facilities must be adjusted in order to accommodate the highway construction. This adjustment involves the moving of a guy pole and anchor located on the easterly side of the existing highway near Highway Engineer's Station 471+80.

It appears that these facilities are located within the existing highway right of way, although not covered by permit. It, therefore, will be your obligation to make the necessary adjustment without reimbursement, and, it is requested that you proceed with the work with reasonable promptness.

Further details may be secured from Mr. John L. Gunter, Box 496, North Bend, who will be resident engineer on the construction project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. Frank Morgan
Mr. John L. Gunter
Mr. F. W. Farrar

NOTED
COOPER

RECEIVED
APR 18 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 26 1957
FOR FILING

6.1169
4925

March 26, 1957

Oregon State Highway Commission

Gentlemen:

We have an item of $24,000 in the 1957 state construction budget for construction of the Sumner Creek section of U.S.1 in Coos County. The project consists of grading and paving.

I am attaching a copy of a map on which is indicated the change and request the Highway Commission's approval of the survey and authority to acquire the necessary right of way.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

FC:ms

Enclosure

cc Mr. Tom Edwards
Mr. R. L. Porter

RECEIVED
MAR 31 1957
FOR FILING

FORM ESO—SOH—8-50—96684

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1957

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

Herewith seven copies of a sketch map for use in securing Commission approval of the Conner Creek Section of the Oregon Coast Highway, in Coos County. This is a 1957 State Construction project which is tentatively scheduled for contracting in May.

Mr. Edwards has checked and approved these sketches.

Tom Edwards
Construction Engineer

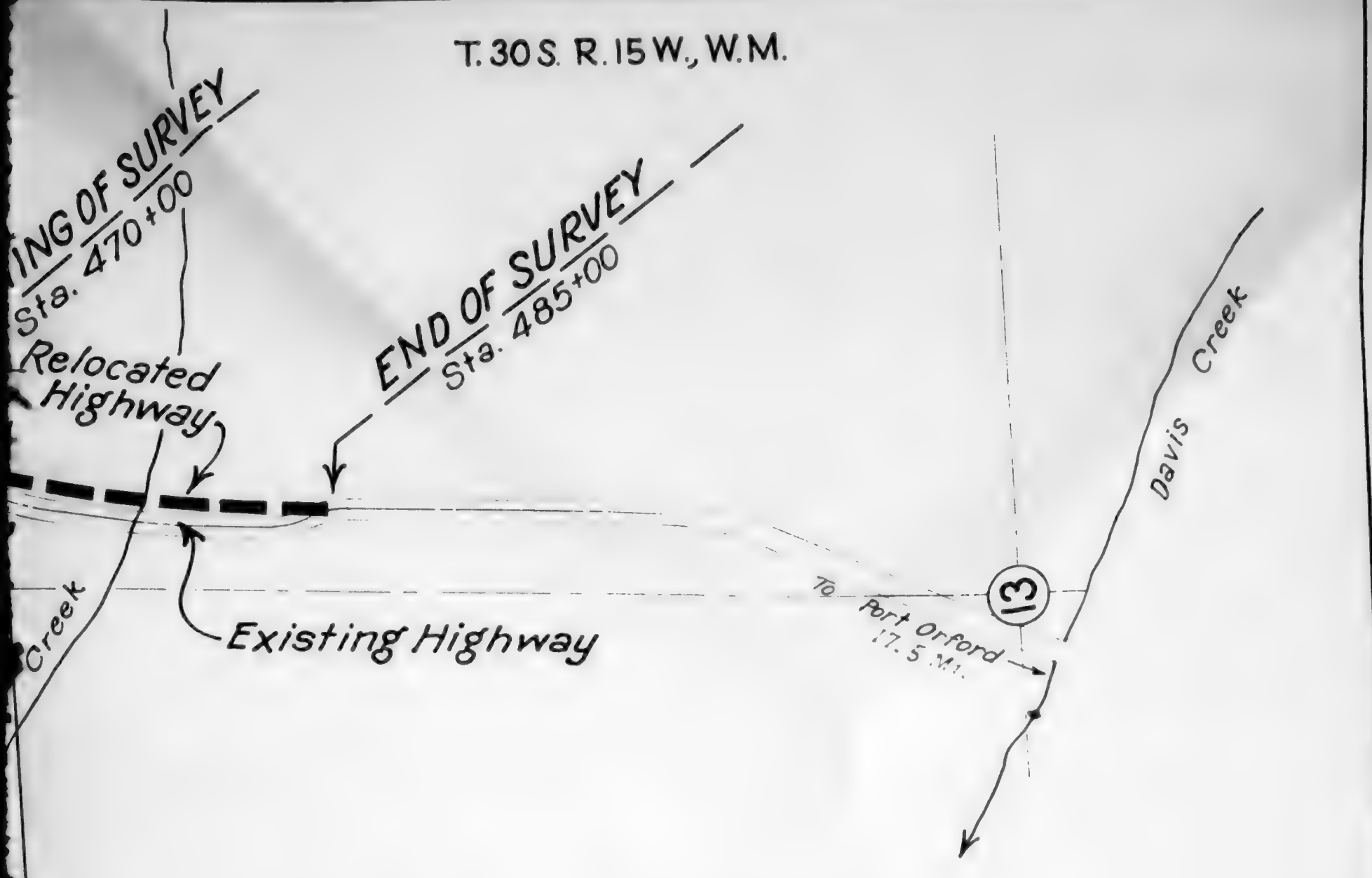
By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

NOTED

IR-5-995



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

CONNER CR. SECTION

OREGON COAST HIGHWAY

COOS COUNTY

Scale: 1"=400' Mar. 1957

DRG. NO. IR-5-995

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date March 26, 1957

For details see Drg. No. 88-4-25 Mar. 1957

APPRO

DEPUTY STATE HIGH

Date March

306-1713 Eastside ("F" St.) Grading 1967
and Paving Proj.
4-026

RECEIVED
AUG 8 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
August 7, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)		
	3-Final	Angell Bros.		
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)	
17528	H-187923	$ 500.00	8/7/57	

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: 80 workdays from 5-15-57

Time Extensions: None

Completion Date: June 14, 1957

Date Accepted: June 27, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 7, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: AUG 7 1957

STATE OF OREGON)

RECEIVED
JUL 29 1957
FOR FILING

July 26, 1957

CERTIFIED MAIL

American Surety Co. of New York
David A. Lewis, Ass't Manager
725 Yeon Bldg.
Portland, Oregon

Gentlemen:

State Highway Contract No. 4926 for work performed on the Eastside ("F" Street) Section in Coos County was completed by the contractor, Angell Brothers, on June 14, 1957 and was formally accepted by the Highway Commission on June 27, 1957.

Final payment in the amount of $500.00 will be released to the contractor on or after August 5, 1957. The total contract amount is $8,269.53, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm

NOTED ON CARD

STATE OF OREGON)

RECEIVED
JUL 16 1957
FOR FILING

July 16, 1957

CERTIFIED MAIL

American Surety Co. of New York
David A. Lewis, Ass't. Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Angell Brothers in connection with Contract No. 4926, for grading and paving on the Eastside ("P" Street) Section in Coos County. This payment, in the amount of $3,796.80, will be released to the contractor on or after July 26, 1957. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

STATE OF OREGON)

Form E-1—1044—6-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 15, 1957

Section Eastside ("F" Street)

Highway City Street

Contractor Angell Bros.

Date of contract April 19, 1957

Date work started May 27, 1957

Project authorization $ 10,501.88

Exclusive of Engineering $ 9,755.08

Kind of work Grading & Paving

Section prefix 306 - 1713

Contract number 4926

Date of completion 80 Workdays Begin May 15 1957

Estimated date of completion June 30, 1957

Per cent of time elapsed 24 %

$ 9,755.08

Estimated cost of completed project, exclusive of engineering none %

Estimated per cent overrun or underrun 98 %

Per cent of contract completed, based on total contract price

Engineering authorization $ 745.80

Engineering cost to date $ 550., 74 %

Date project was completed June 14, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job progress went well this week. Paving operations began Monday & continued through Wed. at which time all asphalt paving was completed. The only remaining work to be done is the placing of shoulder rock & this will be done sometime today Fri.

L.R. Chandler Asst. Div. Engr. was in office on Tues.

Noted
A. N. Juve

NOTED
C. E. PAULSEN

Signed John L. Hunter

Address Box 496 North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86633

STATE OF OREGON)

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.18	0.18			0.18
Miles partially completed		0.18			
Miles completed	0.18				0.18
Total estimated quantities (contract)	0	1000 cy			360 ton
Total quantities corrected to date		"			331
Estimated quantities moved or placed to date		800			331
Average daily quantities		130			110
Average daily quantities necessary to complete project on time		5			0
Number shifts per day					1
Hours per shift					8
Average force on project for week					
Men					9
Supervision					5
Men and trucks under 3 tons					1
Men and trucks over 3 tons					
Men and tractors					3

Equipment used during week: Shovels ....., Power graders ....., Rollers 1, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., Paver 1 ....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Showers		
Wednesday	Fair		
Thursday	Cloudy		
Friday	Rain		
Saturday			

STATE OF OREGON)

RECEIVED
MAY 7 - 1957
FOR FILING
1926

May 7, 1957

Angell Bros.
528 6th Avenue
Eastside, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of each of the contracts listed below, awarded to you on April 19, 1957 by the State Highway Commission:

Contract No. 4925, for grading and oiling on the Conner Creek Section of the Oregon Coast Highway in Coos County.

Contract No. 4926, for grading and paving on the Eastside ("F" Street) Section in Coos County.

A copy of these contracts are also being sent to the surety on your performance bonds.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

cm

Encl. 2

STATE OF OREGON)

RECEIVED
APR 23 1957
FOR FILING

306-1713

4926

April 22, 1957

Angell Bros.
528 - 6th Avenue
Eastside, Oregon

Gentlemen:

The State Highway Commission on April 19, 1957, awarded to you State Highway Contract No. 4926 for Eastside ("F" Street) Grading and Paving Project in Eastside in Coos County.

This award was based on your bid of $9,235.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

STATE OF OREGON)

RECEIVED
APR 10 1957
FOR FILING
306-1713
4426 -

April 10, 1957

Mr. John C. Merchant
City Recorder
City Hall
Eastside, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Eastside covering the $250,000 Special Fund project on F Street in Eastside.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

STATE OF OREGON)

RECEIVED
APR 17 1957
FOR FILING

file R

306-1713

4926

Salem, Oregon
April 10, 1957

$250,000 Fund Agreement
City of Eastside

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

#119

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached hereto is a conformed copy of an agreement with the City of Eastside covering the $250,000 Special Fund project on F Street in Eastside.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Eastside, Oregon.

Secretary

rn
Attach: 1

STATE OF OREGON)

FORM E30—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1957

SUBJECT: $250,000 Fund Agreement
City of Eastside

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the $250,000 Fund project on F Street in Eastside. Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This project was approved by the Highway Commission on December 17, 1956.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Apr. 4, 1957

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-17-56 Minute Page 29

RECEIVED
APR 1 1957
OFFICE OF
STATE HIGHWAY ENGINEER

City Recorder

STATE OF OREGON)

ORDINANCE NO. 420

3-12-57

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF EASTSIDE, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF F STREET FROM 6TH AVENUE TO 9TH AVENUE, A DISTANCE OF APPROXIMATELY 0.18 MILES AND DECLARING AN EMERGENCY.

Whereas the City of Eastside, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provisions of ORS 366.800 and 366.805, and,

Whereas the State Highway Commission has accepted such application for the improvement of "F" Street from 6th Avenue to 9th Avenue, a distance of approximately 0.18 mile, and,

Whereas in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $20,000 and the City of Eastside to pay all cost in excess of $20,000, the City of Eastside does ortain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Eastside, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of "F" Street from 6th Avenue to 9th Avenue and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1957 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Eastside, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated December 7, 1915.

AYES Four

NAYES None

Submitted to and approved by the Mayor the 12th day of March, 1957.

By (Signed) LARRY BRACELIN
Mayor

ATTEST:

(Signed) JOHN C. MERCHANT
City Recorder

STATE OF OREGON)
County of Coos) ss.

I, WILLARD W. McINTURFF, City Attorney of the City of Eastside, Oregon, certify that the foregoing is a true and correct copy of Ordinance No. 420 of the City of Eastside.

Willard W. McInturff
Willard W. McInturff

RESOLUTION

BE IT RESOLVED That a stop sign be erected at the Southeast corner of 6th and D Streets in the City of Eastside, Oregon, and that such sign require traffic approaching such intersection from the South to stop, except that traffic approaching from the South and desiring to turn to the right (East) shall be permitted to do so without stopping.

5

$ 50,000
1957

Eugene E. Cotton 7-10-56

[illegible]

[illegible]

[illegible]

[illegible]

H. B. Eyre

- Never did locate City Engineer after 3 attempts. Always on Vacation, out of town.

COOS BAY

OREGON COAST HWY.

COALBANK ST.

ISTHMUS SLOUGH

CITY LIMITS

COOS RIVER

CATCHING SLOUGH

COOS RIVER

U.S. Harbor Line

COOS BAY

MILLANOR SLOUGH

HIGH WATER LINE

T.25S.R.13W.
T.25S.R.12W.

EASTSIDE
Scale in Feet
0
1000
2000
3000

5

City of Eastside

EASTSIDE, OREGON

January 28th, 1956

P.O.Box 154.

John W. Cattrall,
Eng.County & City Relations,
State Highway Department
Salem, Oregon,

Dear Sir:-

We have a problem that is bigger than we can handle,and it is causing the City Admonistration plenty of grief.

We have had such rapid growth,and so much increasdd traffic over this one particular street.This street connects with the old Coos Bay Wagon road,and is the only access road to it.It leads to a large farming community,and small tracts.

The City of Eastside has never recieved any State money,whereas our neighboring communities of Empire and Myrtle Point have recieved it several times.

Our population has increased (since the last Federal census of 890) to 1277 in the State census count of June 1955.A gain of 43½ percent in five years,and we are very hard presses for money to keep up our many graveled streets.

Therefore,we pray that you will take a friendly look and consideration of Eastside's problem.

If you can,please come down,and notify either Mr R.H.Erichsen, 409 Fourth Court,Coos Bay (our City Engineer) or myself,at least one day ahead of time,so we can be sure to go with you.

Very Sincerely Yours,

Louis H. Linder

Louis H. Linder, Mayor of Eastside.

RECEIVED
JAN 30 1956

705

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Eastside Ore. is an incorporated city of the State of Oregon, and has a population of 1277, as given by the latest official census, and

WHEREAS, the following streets of said city, Eastside Oregon-

Form cc-50 (1953 Rev.)
Special City Allotment

"F" Street from 6th Street 15th and "O" Street from 2nd to 6th (by usuage of school buses and traffic)

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

"F" Street from 6th to 15th and "O" Street from 2nd to 6th

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Eastside Oregon does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate R. H. Erichsen * 409 4th Court, Coos Bay (City Engineer) as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 10th day of January, 1956.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Eastside Oregon at a regular ~~or special~~ meeting of said Council, held on the 10th day of January, 1956, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 10 day of January, 1956.

John O. Merchant
City Recorder

Louis Linder (Mayor.)
Box 154
Eastside Ore.

EASTSIDE

COOS BAY

OREGON COAST HWY.

COALBANK SL.

ISTHMUS SLOUGH

CITY LIMITS

COOS RIVER HWY.

CATCHING SLOUGH

COOS RIVER

U.S. Harbor Line

COOS BAY

CITY LIMITS

WILLANCH SLOUGH

HIGH WATER LINE

T.25S.R.13W.
T.25S.R.12W.

Scale in Feet
0 1000 2000 3000

NOTED
[illegible]

NOTED
Harold C. [illegible]

NOTED
J. W. CATTRALL

December 22, 1955

Mr. R. H. Erichsen
Consulting Engineer
409 4th Court
Coos Bay, Oregon

City of Eastside
$250,000 Fund (1957)

NOTED
J. F. HAGEMANN

Dear Sir:

We acknowledge your letter of December 20, 1955, regarding street problems in the city of Eastside, Oregon, and are enclosing proper forms to enable the city of Eastside to apply for assistance from the Special City Allotment fund if that is their desire.

We also wish to advise that the 1956 construction program has been completed and all funds allocated; therefore no consideration could be given a project in Eastside before 1957 funds are available.

Upon receipt of the resolution from the city of Eastside an investigation will be made and you, as City Engineer, will be contacted and consideration will be given to a project in the 1957 program.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Encl.

SANITARY ENGINEERING
STRUCTURAL ENGINEERING
WATER SUPPLY

R. H. Erichsen

CONSULTING ENGINEER

409 4TH COURT
COOS BAY, OREGON

December 20 , 1955

Oregon State Highway Department
City and County Relations
Salem , Oregon

Attention: Mr. Ayers:

Dear Mr. Ayers:

I am employed by the City Of Eastside , Oregon to do their engineering work on a part time basis, just as I do for the City of Empire. Recently it was brought up that a request had been made some time ago to ask for State Aid in helping to get "F" Street blacktopped from 6th to 14th. It is my understanding that you came down here and discussed the project with some City Official. I also understand that the request was turned down.

The City has asked me to write you to see if it would be possible to arrange a meeting down here and to go over the project in question. It handles all of the traffic from the large fringe area east of the town and is also used by School Buses.

The project would cost less than the $15,000 allowed per project.

I would appreciate hearing from you in the near future and hope we can meet before the second Tuesday in January, which is the night for Council Meetings.

Very truly yours,
Roy H. Erichsen
Roy H. Erichsen

RECEIVED
DEC 22 1955
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
AUG 11 1957

OREGON STATE HIGHWAY DEPARTMENT

(date)
August 9, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4927	3-Final	Roseburg Paving Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17773	H-183120	$ 500.00	8/9/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 90 Workdays from 5-15-57

Time Extensions: None

Completion Date: June 10, 1957

Date Accepted: June 27, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 12, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 13 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUL 31 1957
FOR FILING

July 30, 1957

CERTIFIED MAIL

American Automobile Insurance Co.
Box 1531
Portland, Oregon

Gentlemen:

State Highway Contract No. 4927 for work performed on the Canyonville Section of the Pacific Highway in Douglas County was completed by the contractor, Roseburg Paving Company, on June 10, 1957 and was formally accepted by the Highway Commission on June 27, 1957.

Final payment in the amount of $500.00 will be released to the contractor on or after August 9, 1957. The total contract amount is $4,263.81, of which amount $30.61 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: American Automobile Insurance Co.
Dwayne Buell Agency
P. O. Box 730
Roseburg, Oregon

NOTED ON CARD

RECEIVED
JUL 19 1957
FOR FILING

July 18, 1957

CERTIFIED MAIL

American Automobile Insurance Co.
Box 1531
Portland, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Roseburg Paving Company in connection with contract No. 4927, for shoulder oiling on the Canyonville Section of the Pacific Highway in Douglas County. This payment, in the amount of $569.87, will be released to the contractor on or after July 29, 1957. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Dwayne Buell Agency
P. O. Box 730
Roseburg, Oregon

NOTED ON CARD
7-19

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 22, 19 57

Section Canyonville

Kind of work Shoulder Oiling

Highway Pacific County Douglas

Section prefix 10-1068

Contractor Roseburg Paving Co.

Contract number 4927

Date of contract April 19, 19 57

Specified work days 20

Date work started June 3, 19 57

Work days used 17

Project authorization $5,287.50
Exclusive of engineering $4,911.50

Per cent of time elapsed 18.68 %

Estimated cost of completed project, exclusive of engineering $4,650.00

Estimated per cent overrun or underrun . . . . . None %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization $376.00

Engineering cost to date $257.94, 68.6 %

Date project was completed June 10, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project waiting acceptance by division office. Semi-final will be submitted when we receive above acceptance and flagging time from contractor.

CONSTRUCTION DIVISION
RECEIVED
JUN 24 1957

NOTED-- CE ACE ACE CON

Noted
M. N. Juve

Signed R. L. Lammert

Address P. O. Box 604, Canyonville, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				0.72	
Miles partially completed				0.72	
Miles completed				0.72	
Total estimated quantities (contract)				35.64 ~~48 Tons~~	
Total quantities corrected to date				35.64 Tons	
Estimated quantities moved or placed to date				35.64 Tons	
Average daily quantities				0	
Average daily quantities necessary to complete project on time				0	
Number shifts per day				0	
Hours per shift				0	
Average force on project for week				0	
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
MAY 29 1957
FOR FILING

10-1-57

May 28, 1957

Roseburg Paving Co.
536 West Maple St.
Roseburg, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4927, which was awarded to you on April 19, 1957 by the State Highway Commission for shoulder oiling on the Canyonville Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm

Encl.

RECEIVED
APR 23 1957
FOR FILING

16128

4927

April 22, 1957

Roseburg Paving Company
1258 Maple Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on April 19, 1957, awarded to you State Highway Contract No. 4927 for the Canyonville Shoulder Oiling Project on the Pacific Highway in Douglas County.

This award was based on your bid of $4,500.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

1-12 Dunbar-[illegible] Pub. Sch. 1.7
on the Wilmington [illegible]

filed

RECEIVED
NOV 22 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) November 15, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
20-1(8)F	4 Final	Wildish Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4928 25987	H196665	$ 1,066.12	11-14-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapmeske
ACCOUNTING DIVISION

Specified completion Date: 70 workdays from 5-15-57

Time Extensions: None

Completion Date: June 13, 1957

Date Accepted: June 27, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Nov. 15, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:
NOV 18 1957
GC

NOTED ON CARD

RECEIVED
NOV 6 1957
FOR FILING

Nov. 5, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4928 for paving on the Dexter-Lowell Section of the Willamette Highway in Lane County was completed by the contractor, Wildish Construction Co., on June 13, 1957, and was formally accepted by the Highway Commission on June 27, 1957.

Final payment in the amount of $1,066.12 will be released to the contractor on or after Nov. 15, 1957. The total contract amount is $35,537.18, of which amount $529.72 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm
cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

W C Williams

RECEIVED
NOV 1 1957

Oct. 29, 1957

Dexter-Lowell Section
Contract #4928

FINAL COST ANALYSIS
Paving
Wildish Construction Co., Contractor
H. E. Mayfield, Resident Engineer

Willamette Highway
Prefix 20-1028

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Material in Shoulders	1,131	Cu. Yd.	$ 3.25	$ 3.43	$ 3,885.37	$ 3,675.75
Sprinkling	27.2	M/Gal.	4.50	3.93	106.89	122.40
Class "B" Asphaltic Concrete	4,473.37	Ton	6.15	7.02	31,409.98	27,511.23
RS-1 Asphalt in Tack Coat	4.75	"	46.55	81.69	388.05	221.11
Preparation of Shoulders	2.21	Mile	50.00	51.03	112.77	110.50
Furnishing & Placing Aggregates	439	Cu. Yd.	4.25	5.46	2,396.28	1,865.75
120-150 Asphalt in Shoulder Oiling	25.21	Ton	41.95	44.86	1,131.03	1,057.56
RS-1 Asphalt in Shoulder Oiling	9.52	"	46.55	46.20	439.87	443.16
Force Account (Flagging)					460.63	529.72
					$40,330.87	$35,537.18

Total Cost	$40,330.87
Gross Revenue	35,537.18
Net Loss	$ 4,793.69

Net Loss Equals 13.49% of Gross Revenue

Detail of Cost

Labor:					
Labor				$ 6,608.17	
Labor Insurance				470.83	
Health & Welfare				212.45	
					$ 7,296.45
Materials:					
Class "B" Asphaltic Mixture	4,473.37	Ton	at $ 5.00	$22,366.85	
RS-1 Asphalt	14.27	"	" 34.50	492.32	
120-150 Asphalt	25.21	"	" 33.00	831.93	
Aggregates	1,570	Cu. Yd.	" 1.75	2,747.50	
					26,438.60
Equipment Rental & Misc. Supplies:					
Equipment Rental				$ 4,607.53	
Gas, Oil & Grease				1,491.09	
Bond				266.53	
P.L. & P.D. Insurance				34.14	
Small Tools & Misc. Supplies				89.92	
Home Office & General Overhead				106.61	
					6,595.82
Total Cost					$40,330.87

Remarks:

This was a "State Project" calling for the construction of 2.10 miles of crushed stone shoulders, 2.10 miles of asphaltic concrete pavement and 2.10 miles of Type O-11 modified oil mat wearing surface on highway shoulders on the Dexter-Lowell Section of the Willamette Highway in Lane County. The project was bid and awarded April 19th, 1957. Work started May 6th and was completed June 13th. Final received October 18th, 1957.

The contractor moved in his equipment and started paving on May 6th, using one Barber-Greene paver and one 5-8 ton tandem roller and ten trucks. One 1,500-gallon distributor was used to place the RS-1 tack coat. The asphaltic concrete used on this project came from the contractor's own commercial plant in Eugene at a cost of $5.00 per ton at the plant, this being the commercial price at the plant. The profit realized will not be reflected in the final cost; therefore, the asphaltic concrete shows a large loss.

The shoulder oiling started May 27th and was completed June 3rd. The contractor shows a loss on his shoulder oiling due to inexperienced help and the slowness of operation. The aggregate for the 3/4"-0 in shoulders and oiling came from the contractor's commercial plant at a commercial charge of $1.75 per cu. yd, the average haul from the plant to the job being 15.58 miles.

The contractor shows a large loss on paper but with the profit realized on the commercially sold items, a profit may have been made.

M. N. Juve
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
JUL 15 1957
FOR FILING

July 15, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Wildish Construction Company in connection with Contract No. 4928, for paving on the Dexter-Lowell Section of the Willamette Highway in Lane County. This payment, in the amount of $2,397.62, will be released to the contractor on or after July 25, 1957. The retained percentage is $1,066.12.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 15, 19 57

Section Dexter-Lowell

Highway Willamette County Lane

Contractor Wildish Construction Co.

Date of contract April 19, 19 57

Date work started May 6, 19 57

Project authorization $43,372.24

Exclusive of engineering $40,287.99

Kind of work Paving

Section prefix 20-1028

Contract number 4928

Specified work days 70

Work days used 17

Per cent of time elapsed 24.3 %

Estimated cost of completed project, exclusive of engineering $35,557.42

Estimated per cent overrun or underrun 11.7 %

Per cent of contract completed, based on total contract price 100% %

Engineering authorization $3,084.25

Engineering cost to date $3,471.11, 112.5 %

Date project was completed June 13, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished placing 3/4"-0 Material on shoulders Thursday, June 13, 1957, this work completing the project.

This will be the last weekly report.

RECEIVED

NOTED

NOTED

C. E. PAULSEN

Noted
M. N. Juve

Signed W. E. Mayfield

Address Rm 5 506½ Main St. Springfield, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 12M

	GRADING	SURFACING Shoulders	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		2.10		2.10	2.10
Miles partially completed					
Miles completed		2.10		2.10	2.10
Total estimated quantities (contract)		980 cy		370 cy 48 ton	4700 ton
Total quantities corrected to date		1131 cy		439 cy 39.48 ton	4473 ton
Estimated quantities moved or placed to date		1131 cy		439 cy 39.48 ton	4473 ton
Average daily quantities		73 cy		0	0
Average daily quantities necessary to complete project on time		0		0	0
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		4			
Men		1			
Supervision		1			
Men and trucks under 3 tons		2			
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., Loader 1 ....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	fair		
Tuesday	showers		
Wednesday	fair		
Thursday	showers		
Friday	showers		
Saturday			

A

RECEIVED
MAY 21 1957
FOR FILING
20-1-2
4928

May 21, 1957

Wildish Construction Co.
P. O. Box 345
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4928, which was awarded to you on April 19, 1957 by the State Highway Commission, covering paving on the Dexter-Lowell Section of the Willamette Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm

Encl.

RECEIVED
APR 23 1957
FOR FILING

April 22, 1957

Wildish Construction Company
P. O. Box 345
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 19, 1957 awarded to you State Highway Contract No. 4928 for paving and shoulder oiling between Dexter and Lowell on the Willamette Highway in Lane County.

This award was based on your bid of $36,053.10, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ed

cc - Tom Edwards
H. H. Probert
R. G. Savage, D. C.

M-1,013 Mariner No. 3 Gilbert Pub. 1917

RECEIVED
DEC 1 1957
FOR FILING

W. C. WILLIAMS December 3rd, 1957

Division No. 3 Oiling
Contract #4929

FINAL COST ANALYSIS
Oiling
Horton Construction Co., Contractor
H. E. Mayfield, Resident Engineer

Seven State Highways
Prefix 20-4218

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	33.36	Mile	$100.00	$ 96.95	$ 3,234.17	$ 3,336.00
Preparation of Shldrs.	3.24	"	250.00	187.40	607.18	810.00
Furnish & Place Aggregates	7,220	Cu. Yd.	3.75	3.82	27,603.84	27,075.00
Hauling Aggregates	8,878	Yd. Mi.	0.160	0.159	1,415.76	1,420.48
Placing "	2,893	Cu. Yd.	0.90	0.86	2,499.75	2,603.70
120-150 Asphalt	45.19	Ton	43.00	41.60	1,879.89	1,943.17
200-300 "	737.67	"	43.00	43.07	31,771.07	31,719.81
RS-1 Asphalt	11.68	"	46.00	44.36	518.12	537.28
Force Account (Flagging)					785.40	903.21
					$70,315.18	$70,348.65

Gross Revenue	$70,348.67
Total Cost	70,315.18
Net Profit	$ 33.49

Net Profit Equals 0.04% of Gross Revenue

Detail of Cost

Labor:			
Labor		$12,075.22	
Labor Insurance		874.25	
Health & Welfare		375.60	
			$13,325.07
Materials:			
120-150 Asphalt	45.19 Ton at $27.00	$ 1,220.13	
Freight		216.91	
RS-1 Asphalt	11.68 Ton " 28.80	336.38	
200-300 Asphalt	737.67 " " 27.00	19,917.09	
Freight		4,625.05	
Aggregates		12,880.15	
			39,195.71
Equipment Rental & Misc. Supplies:			
Equipment Rental, Owned		$ 8,213.79	
" " , Hired (Fully-operated)		5,080.65	
Gas, Oil and Grease		2,588.62	
Bond		347.23	
P.L. & P.D. Insurance		150.92	
P.U.C. and License		599.53	
Small Tools & Misc. Supplies		246.40	
Home Office and General Overhead		567.26	
			17,794.40
T o t a l C o s t			$70,315.18

REMARKS:

This was a "State Project" calling for the construction of an oil mat wearing surface on 32.62 miles on seven State Highways in Lane and Douglas Counties. The project was bid and awarded April 19, 1957. Work started July 15th and was completed August 19, 1957.

The contractor moved in his equipment and started oiling on unit "O" July 15th using one 6-yard and one 9-yard dump truck, one 1,150 gallon distributor, one loader, one power broom, two 3-leg rollers, one Gallion blade, and two hired 9-yard dump trucks, plus tanks and retort for storage and heating oil. Units "O", "N", "L", "M", "K" on the Umpqua Highway were completed in this order by July 18th. The aggregates for this section were purchased from the Umpqua Navigation Company at $1.85 per cubic yard. The contractor then moved to Units "J", "G", "I", "H" on the Oregon Coast Highway using the same equipment except for a loader a shovel was used as somebody had put sand in the motor of the loader and the motor had to be replaced. The aggregates for this section came from State stockpiles and was completed July 23rd. The contractor then moved to Unit "F" on the Siuslaw Highway; using State supplied aggregate, this section was completed July 25th. The contractor then moved to Unit "A" on the Siuslaw Highway. One more hired 9-yard truck was used on this section due to the long haul from the source of aggregate which was purchased from John Conser at $1.90 for the 3/4-1/2 and 1/2-1/4 and $2.25 for the 1/4-#10. This section was completed July 29th. From this section the contractor moved to Unit "B" on the Territorial Highway, using State supplied aggregate. This section was completed July 30th. The next move was to Unit "C" on the Pacific Highway. This section called for an 0-30 but being unable to hold the rock on the road it was changed to a DO-30. The contractor was hampered some with the heavy traffic in this section but the main holdup was the supply of aggregate and rain so shut down August 3rd and moved to Unit "E" on the Willamette Highway and worked one-half day and shut down again until August 7th due to rain. The Oakridge Sand and Gravel Company supplied the aggregate for this section at $1.85 per cubic yard. This section was completed August 9th. The contractor then moved back to Unit "C" to complete this section up to the final seal. He then moved to the last section - Unit "D" on the McKenzie Highway. Wildish Sand and Gravel Company supplied both Unit "C" and "D" with aggregate at $1.65 per cubic yard. The contractor had some trouble on this section because of the driveways which had to be oiled and work which had to be done on each. He was unable to use any equipment to any advantage so the crew was working with shovels and rakes and with the heavy traffic very slow progress was made on this section. The final seal on Unit "C" was completed August 19, 1957.

The contractor shows only a small profit due to low bid prices.

M. N. Juve
Chief Cost Analyst

By

C. E. Layton

OREGON STATE HIGHWAY DEPARTMENT

(date)
October 18, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4929	3 Final	Horton Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23937	H194599	$ 2,110.46	10-18-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapmaske
ACCOUNTING DIVISION

Specified completion Date: 90 workdays from 5-15-57

Time Extensions: None

Completion Date: Aug. 19, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Oct. 21, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

GC

NOTED ON CARD

RECEIVED
OCT 11 1957
FOR FILING

Oct. 10, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4929 for oiling (Division No. 3) on seven State highways in Lane and Douglas Counties was completed by the contractor, Horton Construction Company, on August 19, 1957, and was formally accepted by the Highway Commission on September 12, 1957.

Final payment in the amount of $2,110.46 will be released to the contractor on or after October 21, 1957. The total contract amount is $70,348.65, of which amount $903.21 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm
cc: Jewett, Barton, Leavy and Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
SEP 27 1957
FOR FILING

September 26, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Horton Construction Company in connection with contract No. 4929, covering oiling in Division No. 3 on seven State highways in Lane and Douglas Counties. This payment in the amount of $11,924.59 will be released to the contractor on or after October 7, 1957. The retained percentage is $2,110.46.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Jewett, Barton, Leavy and Kern
Lewis Building
Portland 4, Oregon

fp

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 24, 1957

Section Division # 3 Oiling
Highway 7 State Highways County Land & Douglas
Contractor Horton Construction Co.
Date of contract April 19, 1957
Date work started July 11, 1957
Project authorization $85,396.00
Exclusive of engineering $79,323.86 Corrected
Engineering authorization $6,072.64
Engineering cost to date $4,629.60, 76.2 %

Kind of work Oiling
Section prefix 20-4218
Contract number 4929
Specified work days 90
Work days used 57
Per cent of time elapsed 63.3 %
Estimated cost of completed project, exclusive of engineering $79,323.86
Estimated per cent overrun or underrun none %
Per cent of contract completed, based on total contract price 100.0 %
Date project was completed AUG 19, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed Unit "C" on the ~~Willamette~~ Pacific Highway, and placed final seal on Unit "D" on McKenzie Highway. This completes this project and this will be the last weekly report.

Noted
M. N. Juve

CONSTRUCTION DIVISION
RECEIVED
AUG 26 1957

NOTED
C. E. PAULSEN

NOTED CE ACE ACE

Signed H. E. Mayfield

Address Rm 5 506½ Main St. Springfield, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					36.22
Miles partially completed					--
Miles completed					36.22
Total estimated quantities (contract)					9060 c.y. 830 ton
Total quantities corrected to date					10441 c.y. 788.4 ton
Estimated quantities moved or placed to date					10441 c.y. 788.4 ton
Average daily quantities					41 ton
Average daily quantities necessary to complete project on time					0
Number shifts per day					1
Hours per shift					10
Average force on project for week					20/ 1 day
Men					18
Supervision					2
Men and trucks under 3 tons					1
Men and trucks over 3 tons					3
Men and tractors					

Equipment used during week: Shovels 1, Power graders 1, Rollers 2, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., Distributor 1 Power Broom 1 . Tanker 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	fair		
Tuesday	fair		
Wednesday	fa ir		
Thursday	fair		
Friday	fair		
Saturday	fair		

RECEIVED
MAY 7 - 1957
FOR FILING

4929

May 7, 1957

Horton Construction Co.
P. O. Box 1872
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of each of the contracts listed below, awarded to you on April 19, 1957 by the State Highway Commission:

Contract No. 4929, for oiling on Division No. 3, seven State Highways in Lane and Douglas Counties.

Contract No. 4933, for Division No. 1 oiling project on Hillsboro-Silverton, Farmington, Beaverton-Tualatin and Cascade Highways in Washington, Clackamas, and Yamhill Counties.

A copy of these contracts are also being sent to the surety on your performance bonds.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

en

Encl. 2

RECEIVED
APR 23 1957
FOR FILING
20-4-2.18
11:24

April 22, 1957

Horton Construction Company
P. O. Box 1872
312 N. Schmeer Road
Portland 11, Oregon

Gentlemen:

The State Highway Commission on April 19, 1957 awarded to you State Highway Contract No. 4929 for the Division No. 3 Oiling Project on 7 highways in Lane and Douglas counties.

This award was based on your bid of $67, 391. 50, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ejd
cc - Tom Edwards
H. H. Probert
R. G. Savage, BAC

230

Form E-1—10M—7-57

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Warrendale Cascade Locks

Highway Columbia River County Mult. & Hood River

Contractor Vernie Jarl

Date of contract April 15, 1957

Date work started June 19, 19 57

Project authorization . . . . . $ 41,175.00
Exclusive of engineering . . . . $ 38,247.00

For Week Ending December 7, 19 57

Kind of work Rock Production

Section prefix 26-8301

Contract number 4930

Specified work days 50

Work days used 50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 36,990.00

Estimated per cent underrun . . . . . 3.29 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 2,928.00

Engineering cost to date $ 2,120.00, 72.4 %

Date project was completed July 25, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finshed cleaning up project December 2, 1957. Third notice sent in on December 5, 1957. This is final report.

RECEIVED
DEC 9 1957
Noted
M. N. Juve

Signed James Don

James Don, Resident Engineer

Address P.O.Box 4699 Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			12,000 cy		
Total quantities corrected to date			12,267.9 cy		
Estimated quantities moved or placed to date			12,267.9 cy		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Rain		
Saturday			

RECEIVED
NOV 27 1957
FOR FILING

Warrendale-Cascade Locks
Contract No. 4930
26-8301

F. Cooper

FINAL COST ANALYSIS

November 13, 1957

Rock Production
Vernie Jarl, Contractor
James Don, Resident Engineer

Columbia River Highway
Prefix: 26-8301

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
2"-0 Crushed Material in Stockpile	501	Cu. Yd.	$3.00	$2.55	$ 1,277.74	$ 1,503.00
3/4"-0 Crushed Material in Stockpile	661.2	Cu. Yd.	3.00	2.55	1,686.33	1,983.60
3/4"-½" Crushed Material in Stockpile	459.5	Cu. Yd.	3.00	2.55	1,171.90	1,378.50
½"-¼" Crushed Material in Stockpile	3,670.2	Cu. Yd.	2.80	2.55	9,360.36	10,276.56
¼"-#10 Crushed Material in Stockpile	1,509.91	Cu. Yd.	3.20	2.55	3,850.84	4,831.71
¼"-0 Crushed Material in Stockpile	5,499.1	Cu. Yd.	3.00	2.55	14,024.75	16,496.30
Stockpile Purchase Rejects in Stockpile	391	Cu. Yd.	.25			97.75
Stockpile Haul Adj., Favor of Contractor	340.7	Yd. Mi.	.12			40.88
					$31,371.92	$36,609.30

Gross Revenue	$36,609.30
Total Cost	31,371.92
Net Profit	$ 5,237.38

Net Profit Equals 14.3% of Gross Revenue

ENT

CRUSHING BREAKDOWN

Quarry at M.P. 36.4, Columbia River Highway

	Quantity	Unit	Cost	Unit Cost
Move In and Set Up	12,300.91	Cu. Yd.	$ 2,247.82	$0.183
Feed Crusher	12,300.91	Cu. Yd.	6,212.18	0.505
Crushing	12,300.91	Cu. Yd.	9,591.04	0.780
Haul to Stockpile Sites	12,300.91	Cu. Yd.	10,945.75	0.889
Stockpile Crushed Mat'ls	12,300.91	Cu. Yd.	2,375.13	0.193
Total Cost in Stockpile			$31,371.92	$2.55

The crushing plant operated 205.66 hours for an average production of 59.81 cubic yards per working hour.

Detail of Cost

Labor:

Labor and Supervision	$11,757.43	
Labor Insurance	756.91	
Health and Welfare	178.64	
		$12,692.98

Equipment Rental and Misc. Supplies:

Equipment Rental, Owned	$10,537.54	
" " , Hired	5,182.78	
Gas, Oil and Grease	1,488.41	
Small Tools and Misc. Supplies	351.79	
Move In and Set Up	521.64	
Bond	263.85	
Home Office and General Overhead	332.93	
		18,678.94

Total Cost $31,371.92

Remarks:

This was a "State Project" consisting of the furnishing of 12,300.91 cubic yards of crushed material in stockpiles for later use by the State in connection with maintenance operations on the Warrendale-Cascade Locks Section of the Columbia River Highway in Multnomah and Hood River counties.

This project was bid and awarded April 19th, 1957. Work was started June 19th, 1957 after 27 workdays of the allotted 50 workdays had passed. Crushing and stockpiling was completed at 10:00 A.M., July 25th, 1957.

The contractor began moving in his crushing plant Wednesday, June 12th, and began assembly June 18th. He completed the setup and trial runs June 25th. Quality and gradation of crushed material was good.

The material in this quarry was of such size and nature that shooting was not required. A one cubic yard shovel was used to dig and load material into a LeTourneau end dump to feed the crusher. Four 10 cu. yd. dump trucks were used for hauling crushed material.

The crushing and stockpiling was completed July 25th, 1957.

A good profit was made due to continuous operation with a minimum of down time.

M. N. Juve
Chief Cost Analyst

By . . Gordon K. Hansen

RECEIVED
FOR FILING

File

OREGON STATE HIGHWAY DEPARTMENT

(date) October 10, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
~~(CONTRACT NO.)~~ 30 \$301			
4930	3 Final	Vernie Jarl	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23049	H193682	$ 1,213.57	10-10-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapenske
ACCOUNTING DIVISION

Specified completion Date: 50 workdays from 5-15-57

Time Extensions: None

Completion Date: July 25, 1957

Date Accepted: Jan. 16, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Jan. 20, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 20 1958

NOTED ON CARD

RECEIVED
OCT 2 1957
FOR FILING

Oct. 1, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: O. H. Burnett

Gentlemen:

State Highway Contract No. 4930 for rock production on the Warrendale-Cascade Locks Section of the Columbia River Highway in Multnomah and Hood River Counties was completed by the contractor, Vernie Jarl, on July 25, 1957, but has not as yet been accepted by the Commission.

Final payment in the amount of $1,213.57 will be released to the contractor after acceptance by the Commission. The total contract amount is $36,609.30, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

RECEIVED
SEP 19 1957
FOR FILING

Sept. 18, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: O. M. Burnett

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Vernie Jarl in connection with Contract No. 4930, for rock production on the Warrendale-Cascade Locks Section of the Columbia River Highway in Multnomah and Hood River Counties. This payment, in the amount of $26,368.73, will be released to the contractor on or after Sept. 28, 1957. The retained percentage is $1,094.71.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
MAY 13 1957
FOR FILING

26-1-201
4930

May 13, 1957

Mr. Vernie Jarl
P. O. Box 507
Gresham, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4930, which was awarded to you on April 19, 1957 by the State Highway Commission for rock production on the Warrendale-Cascade Locks Section of the Columbia River Highway in Multnomah and Hood River Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm

Encl.

FOR FILING
26-130
4930

April 22, 1957

Mr. Vernie Jarl

Gresham, Oregon

Dear Sir:

The State Highway Commission on April 19, 1957 awarded to you State Highway Contract No. 4930 for the Warrendale-Cascade Locks Rock Production Project on the Columbia River Highway in Multnomah and Hood River counties.

This award was based on your bid of $35,600, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:e d

cc - Tom Edwards
H. Probert
S. G. Savage, JAC

RECEIVED
FOR FILING

file

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 27, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4931 4931	4 Final	Leslie Harris	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22246	H192861	$ 500.00	Sept. 27, 57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapuenske
ACCOUNTING DIVISION

Specified completion Date: 70 workdays from 5-15-57

Time Extensions: None

Completion Date: Aug. 10, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 30, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

SEP 30 1957

ECEIVED
SEP 10 1957
FOR FILING

33-1713
4931

September 9, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

State Highway Contract No. 4931 for work performed on Coe Avenue in the city of Stanfield in Umatilla County was completed by the contractor, Leslie Harris, Pendleton, on August 10, 1957 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $500.00 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $14,374.18, and no force account work was performed on the contract.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

fp

9-9-57

RECEIVED
AUG 30 1957
FOR FILING

330-1713

411

August 29, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Leslie Harris on contract No. 4931, covering grading and paving on Coe Avenue in the City of Stanfield in Umatilla County. This payment, in the amount of $868.22 will be released to contractor on or after September 9, 1957. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD
8-29-57

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

330-1713

For Week Ending Aug. 9, 1957, 19

Section Stanfield (Coe Ave) | Kind of work Grading & Paving

Highway City Street County Umatilla | Section prefix 330-1713

Contractor Leslie Harris | Contract number 4931

Date of contract April 19, 1957, 19 | Specified work days 70 days, Beginning May 15, 1957

Date work started June 8, 1957, 19 | Work days used 61

Project authorization . . . . . $16,212.44 | Per cent of time elapsed 61/70 87 %

Exclusive of engineering $15,716.28

Estimated cost of completed project, exclusive of engineering $14,774.18

Estimated per cent overrun or underrun . . . . . 8.5 %

Per cent of contract completed, based on total contract price . . . . . 99.9 %

Engineering authorization $1207.16

Engineering cost to date $2119.00, 176 % | Date project was completed Aug. 10, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor work on this job " hit and miss " this week , working a few hours on each of two days, placing shoulder material. Approximately 4 hours of work remains to be done to complete the project, and Mr. Harris stated today that he may finish it on Saturday, or next Monday .

NOTED

Signed L. E. McKinney

Address P.O. Box 548 Hermiston Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.25	0.25			0.26
Miles partially completed		0.25			
Miles completed	0.25	[illegible]			0.26
Total estimated quantities (contract)	530	1650			910 Tons
Total quantities corrected to date	696	1430			974 "
Estimated quantities moved or placed to date	696	1415			971 "
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men 3

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons 2

Men and tractors

Equipment used during week: Shovels ....., Power graders ....1...., Rollers ....1...., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., Scoopmobile - 1 ....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	?		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
MAY 13 1957
FOR FILING
330-171
4/-1

May 10, 1957

Mr. Leslie Harris
805 S. E. Court St.
Pendleton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of each of the contracts listed below, which were awarded to you on April 19, 1957 by the State Highway Commission:

Contract No. 4931, for grading and paving on the Stanfield (Coe Ave.) Section in Umatilla County.

Contract No. 4132, for oiling on the La Grande-Haines Section of the Old Oregon Trail and La Grande-N. Powder Highways in Union and Baker Counties.

A copy of each of these contracts is also being sent to the surety on your performance bond.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

em

Encl. 2

RECEIVED
APR 30 1957
FOR FILING

32 - 113
4931

Salem, Oregon
April 25, 1957

$250,000 Fund Agreement
City of Stanfield

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached hereto is a conformed copy of an agreement with the City of Stanfield covering the $250,000 Special Fund project on Coe Avenue in the City of Stanfield.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Stanfield, Oregon.

Secretary

rn
Attach:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1957

SUBJECT: $250,000 Fund Agreement
City of Stanfield

To: Mr. R. H. Swanson

RECEIVED
APR 26 1957
FOR FILING
230-71E
4431

April 25, 1957

Marian Emerson, City Recorder
City Hall
Stanfield, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Stanfield covering the $250,000 Special Fund project on Coe Avenue in Stanfield.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
APR 23 1957
FOR FILING

330-1715

4931

April 22, 1957

Mr. Leslie Harris
805 S. E. Court Avenue
Pendleton, Oregon

Dear Mr. Harris:

The State Highway Commission on April 19, 1957, awarded to you State Highway Contract No. 4931 for the Stanfield (Coe Avenue) Grading and Paving Project in Umatilla County.

This award was based on your bid of $14,939.50, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

ORDINANCE NO. 135

3-12-57

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF STANFIELD, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF COE AVENUE FROM MAIN STREET TO O.W.R.& N. RAILROAD CROSSING, A DISTANCE OF APPROXIMATELY 0.26 MILES AND DECLARING AN EMERGENCY.

Whereas the City of Stanfield, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision or ORS. 366.800 and 366.805, and,

Whereas the State Highway Commission has accepted such application for the improvement of Coe Avenue, a distance of approximately 0.26 mile, and,

Whereas in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $20,000 and the City of Stanfield to pay all cost in excess of $20,000, the City of Stanfield does ordain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Stanfield, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Coe Avenue from Main Street to O.W.R.&N. Railroad and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1957 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Stanfield, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated November 5, 1918.

AYES 5

NAYES 0

Submitted to and approved by the Mayor the 12th. day of March 1957.

By J A Tyon
Mayor

ATTEST:

City Recorder

Councilmen—
A. R. Brown
Ben Dreyer
H. H. Hutcheson
F. A. Lyon
Charles L. Schatz
Henry T. Tefft

CITY OF STANFIELD

R. L. DUKEK, SR., Mayor
Phone 522
STANFIELD, OREGON

City Officials—
Joseph T. Barry
City Recorder
Emma Gabriel
City Treasurer
E. W. Barnes
City Attorney

August 16, 1956

Jun 25 ...

Harold C. Ayers
Oregon State Highway Commission
Salem, Oregon

Dear Mr.Ayers:

At the regular meeting of the City Council, August 14, 1956, the estimates of the Coe Avenue project were discussed.

We are returning the estimate that our city will be able to pay for, should the State Commission approve the $15,000.00 street allotment.

This project was discussed with the property owners residing on Coe Avenue, and the general opinion of the owners present were in favor of having curbs installed at their own expense.

Sorry, that we have dalayed in replying, but, the Mayor and City Council felt that discussion of the estimates with the property owners of importance.

Sincerely,

Marian Emerson

Marian Emerson
City Recorder

Encl - 1

RECEIVED
AUG 20 1956
ENGINEER
COUNTY & CITY ...

STANFIELD

5-31-56

PRELIMINARY ESTIMATE

Coe Avenue from Main Street westerly to O. W. R. & N. Railroad Crossing, a distance of approximately 0.26 mile.

Place 3" asphaltic concrete 60' in width from Main Street to Barbara Street (0.05 mile).

Grade, place 8" of base rock 28' width, culverts, and 3" asphaltic concrete pavement 22' width from Barbara Street to end of project.

Drainage excavation	80	cuyds	$ 3.00	$ 240.00
General excavation	500	cuyds	1.00	500.00
12" concrete sewer pipe	500	lin ft	2.25	1,125.00
Concrete catch basins	2	each	100.00	200.00
Coarse crushed material in base	1070	cuyds	3.00	3,210.00
3/4"-0 material in base	160	cuyds	5.00	800.00
Sprinkling	40	M gal	4.00	160.00
Class "B" asphaltic concrete	720	tons	11.00	7,920.00
				$14,145.00
				1,768.13
				500.00
			$16,500.00	$16,413.13

7:01

Stafford. 4-19-56

Councilman Mr. Ray M. Durbin mayor and Mrs. Durbin are with his investigation of Water and Sewer Avenue.

The County Commissioners submitted a new plat to Durbin Realty Co. Mr. Durbin and Mr. Durbin. The new street will be known as Durbin Avenue. The Telephone Co. for Mr. Durbin Depot near the route as it is similar as has for the telephone also for Mr. Durbin to Durbin has called Durbin Ave. That one the many new homes in the immediate area and the Durbin Realty Co. has asked for Traffic Control to Durbin Ave. to Durbin Ave.

The Mayor asked me if I was not two streets reduced street, one to existing curbs and a full width street 50 wide, also for a 22' pavement with sidewalks.

Have made planning estimate and will not know at a later date.

Mayor
8-3-56

Gave records - planning estimate and asked her to have Council decide on which plan they wished to have the Commission Consider
Mayor

F
S:

STANFIELD

Scale: 1"=800'

No 11

Roy M. Dukek, Mayor.

To Hermiston

HWY.

OREGON TRAIL

OLD

BARBARA ST.

MAIN ST.

GLENDENING ST.

DUNNE ST.

EARL ST.

LUCY ST.

WAYNE ST.

SLOAN ST.

HOWARD ST.

COUNTY ROAD

HARDING AVE.

McMURRAY AVE.

WHEELER AVE.

ROOSEVELT AVE.

WOOD AVE.

COE AVE.

FURNISH AVE.

TAFT AVE.

PAGE AVE.

TUTTLE AVE.

BALL AVE.

O'BRIEN ST.

HERRIMAN ST.

UMATILLA ST.

WATER ST.

LENA ST.

SHERMAN ST.

CHAPMAN ST.

JOHNSON ST.

COUNTY ROAD

SEYMORE ST.

GORDON ST.

Road-field.

0.23 0.16 0.11 0.05

0.25

RIVER

City Limits

O.W.R.&N. Co.

UMATILLA

W. TERRACE

E. TERRACE

OLD OREGON TRAIL HWY.

To Echo

Rev. 9-22-49

17.

2-14-56

RECEIVED
FEB 27 1956
ENGINEER
COUNTY & CITY PLANNING

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Stanfield is an incorporated city of the State of Oregon, and has a population of 845, as given by the latest official census, and

WHEREAS, the following streets of said city, Coe Avenue

between Main Street and Union Pacific Railroad track.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Coe Avenue, between Main Street and Union Pacific Railroad tracks.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Stanfield does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Ray M. Dukek, Mayor as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 14th. day of February, 1956.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Stanfield at a regular ~~unexpected~~ meeting of said Council, held on the 14 th. day of February, 1956, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 22nd. day of February, 1956.

Marian Emerson
City Recorder

STANFIELD

Scale: 1" = 800'

To Hermiston

HWY.

OREGON TRAIL

OLD

MAIN ST.

BARBARA ST.

HERRIMAN ST.

O'BRIEN ST.

GLENDENING ST.

DUNNE ST.

EARL ST.

LUCY ST.

WAYNE ST.

SLOAN ST.

HOWARD ST.

COUNTY ROAD

HARDING AVE.

McMURRAY AVE.

WHEELER AVE.

ROOSEVELT AVE.

WOOD AVE.

COE AVE.

FURNISH AVE.

TAFT AVE.

PAGE AVE.

TUTTLE AVE.

BALL AVE.

UMATILLA ST.

LENA ST.

WATER ST.

SHERMAN ST.

CHAPMAN ST.

JOHNSON ST.

COUNTY ROAD

SEYMORE ST.

GORDON ST.

RIVER

City Limits

O.W.R.&N. Co.

UMATILLA

W. TERRACE

E. TERRACE

OLD OREGON TRAIL HWY.

To Echo

N

Rev. 9-22-49

17.

RECEIVED
SEP 12 1960
FOR FILING

121-4909
4932

Noted on Card

September 9, 1960

General Insurance Company of America
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

We are enclosing a copy of a letter, dated August 30, with freight bills attached, from Joe Bookheimie, Inc., Clackamas, informing us that Leslie Harris owes them an amount of $713.01 for the delivering of asphalt which was to be used on State Highway Contract No. 4932. This appears to be in connection with our contract with Leslie Harris for oiling the La Grande-Haines Section of the Old Oregon Trail and La Grande-North Powder Highways in Union and Baker Counties.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Curry, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Heed, Asst. Secretary

Enc.

CC:
G. H. Emerson
General Insurance Company of America
209 S. W. Fourth Ave.
Portland 4, Oregon

Leslie Harris
803 S. E. Court St.
Pendleton, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
SEP 12 1960
FOR FILING

131-4209

4932

Noted on Card

September 9, 1960

Joe Bookshinis, Inc.
14245 Southeast 82nd Ave.
Clackamas, Oregon

Attention: Mr. Ray Bateman
Vice President

Gentlemen:

This is to acknowledge your letter of August 30, addressed to our Accounting Department, with attached freight bills, informing us that Leslie Harris owes you $713.01 for the delivery of asphalt on Job No. 4932 in August, 1957. On examining our records it appears that this is State Highway Contract No. 4932 with Leslie Harris for oiling the La Grande-Haines Section of the Old Oregon Trail and La Grande-North Powder Highways in Union and Baker Counties.

This project was completed September 17, 1957 and accepted by the State Highway Commission October 1, 1957. The General Casualty Company of America, through G. H. Emerson, 209 S. W. Fourth Ave., Portland 4, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

The Oregon Law states that in order to protect your claim under the bond the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission.

As requested, we are forwarding a copy of your letter and the two freight bills to the surety.

This information will be noted in our records and we will also advise the contractor of its receipt.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

CWH:fp

JOE BOOKSHNIS, INC.

TANK TRUCK TRANSPORT

TELEPHONE: OLIVE 4-3184
14245 SOUTHEAST 82nd AVENUE
CLACKAMAS, OREGON

August 30, 1960

REFERRED TO
C. H. MAISON, Auditor

OREGON STATE HIGHWAY COMMISSION
ACCOUNTING DEPARTMENT
State Highway Building
Salem, Oregon

Gentlemen:

We are attaching hereto duplicate copies of our freight bills covering two loads of asphalt and their return which we delivered to Mr. Leslie Harris of 805 S.E. Court St. Pendleton, Oregon in August, 1957. These loads of asphalt were to be used on your Job No. 4932, but were cancelled after arrival upon instruction from Mr. Harris.

Mr. Harris has not paid these freight charges. It is our understanding that this job was bonded and that your bonding company will cover unpaid charges.

We ask that you forward these freight bills as our official claim for $ 713.01 to the bonding company.

If any further information is desired, please let us know.

Thank you.

Sincerely yours,

JOE BOOKSHNNIS, Inc.

Ray Bateman

Ray Bateman, Vice-Pres.

encl: 2

RECEIVED
SEP 9 - 1960
OREGON
STATE HIGHWAY COMMISSION

DE BOOKSHNIS ..C.

TANK TRUCK TRANSPORT

PRospect 1-1834 —PR 5-3065
7533 S. E. 52nd Avenue

Nights: BE 5-3342
Portland 6, Oregon

No 9230

6:00 A.M.

Your Order No 4932 - Job No.

Date August 30, 1957

From American Bitumuls & Asphalt At Willbridge, Oregon

Consignee OMIC c/o Leslie Harris Destination Between Union & North Powder

Truck 1 2314 Gallons 16. Outage Inches.

Trailer 1A 3346 Gallons 8.1/4 Inches. Start Loading 1:10 Finish Loading 1:45

Start Unloading 2:00 Finish Unloading 2:30

Total Gallonage 5660 Gallons 120/150 Asphalt

Remarks: Condition of Load, Seals, Etc.

Signed Driver

Oil Company Loader

Loader

GALLONS	DESCRIPTION	WEIGHT	RATE	TOTAL
5660	GALLONS GASOLINE	42930	58	248.99
	GALLONS DIESEL OIL	19570	29	56.75
	GALLONS FUEL OIL		3.30 hr.	26.40
	GALLONS STOVE OIL			
	3% FEDERAL TAX			
			TOTAL	$ 332.14

120/150 Asphalt
Returned to American
Bitumuls, Willbridge
8 hours Demurrage

Claims Must be Filed Within Five Days after Delivery of Goods and Must be Accompanied by Original Paid Freight Bill, Bill of Lading, and Original or Certified Copy of Invoice.

Received as above (Agent) at Date

JE BOOKSHNIS & CO.

TANK TRUCK TRANSPORT

PRospect 1-1834 —PR 5-3065
7533 S. E. 52nd Avenue

Nights: BE 5-3342
Portland 6, Oregon

No. 9248

Your Order No. 4932 - 12184S

From American Bitumuls & Asphalt Co. Date August 30, 1957 11:00 A.M.

Consignee OSHC c/o Leslie Harris At Willbridge, Oregon

Truck 16 - 2523 Gallons ..... Inches. Destination Between Union & North Powder

Trailer 16A-3027 Gallons ..... Inches. Start Loading 1:00 Finish Loading 1:30

Total Gallonage 5550 Start Unloading ..... Finish Unloading .....

Remarks: Condition of Load, Seals, Etc. 4½ hr Gallons Gallons 120/150 Asphalt

Signed Dale Driver Ray Austad
Oil Company Loader

Loader .....

GALLONS	DESCRIPTION	WEIGHT	RATE	TOTAL
5550	GALLONS GASOLINE			
	GALLONS [illegible] 120/150 Asphalt			
	GALLONS FUEL OIL Returned to American Bitumuls, Willbridge	42830	58	248.41
	GALLONS STOVE OIL 2 1/2 Hours Demurrage	42820	29	124.18
	3% FEDERAL TAX		3.30	8.28
			TOTAL	$ 380.87

Claims Must be Filed Within Five Days after Delivery of Goods and Must be Accompanied by Original Paid Freight Bill, Bill of Lading, and Original or Certified Copy of Invoice.

Received as above ..... at ..... Date .....
(Agent)

RECEIVED
NOV 25 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) November 21, 1957

files

(CONTRACT NO.) 131-1209	(EST. NO.) 3 Final	(CONTRACTOR) Leslie Harris
4932 (VOUCHER NO.) 4-2	(WARRANT NO.)	(AMOUNT)
26332	H196994	$ 1,233.34

(DATE) 11-20-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 85 workdays from 5-15-57

Time Extensions: None

Completion Date: Sept. 17, 1957

Date Accepted: Oct. 1, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Nov. 22, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:
NOV 22 1957
gc

NOTED ON CARD

RECEIVED
NOV 13 1957
FOR FILING

Nov. 12, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: G. H. Burnett

Gentlemen:

State Highway Contract No. 4932 for oiling on the La Grande-Haines Section of the Old Oregon Trail and La Grande-N. Powder Highways in Union and Baker Counties was completed by the contractor, Leslie Harris, on Sept. 17, 1957, and was formally accepted by the Highway Commission on Oct. 1, 1957.

Final payment in the amount of $1,233.34 will be released to the contractor on or after Nov. 22, 1957. The total contract amount is $41,111.33, of which amount $735.57 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cs

NOTED ON CARD

RECEIVED
OCT 11 1957
FOR FILING

Oct. 10, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Leslie Harris in connection with Contract No. 4932, for oiling on the La Grande-Haines Section of the Old Oregon Trail and La Grande-N. Powder Highways in Union and Baker Counties. This payment, in the amount of $8,012.03, will be released to the contractor on or after October 21, 1957. The retained percentage is $1,233.34.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

Form E-1—10M—7-57

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 20, 19 57

Section La Grande-Haines
La Grande-N. Powder &

Highway Old Oregon Trail County Union-Baker

Contractor Leslie Harris

Date of contract April 19, 19 57

Date work started August 19, 19 57

Project authorization $66,621.60
Exclusive of engineering $61,884.06

Engineering authorization . . . . $ 4,737.54

Engineering cost to date $ 3,520, 74 %

Kind of work Oiling

Section prefix 131-4209

Contract number 4932

Specified work days 85

Work days used 58

Per cent of time elapsed 68 %

Estimated cost of completed project, exclusive of engineering $60,500.00

Estimated per cent overrun or underrun . . . . . 2.2 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Date project was completed SEPT. 17, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has bladed the shoulders and has cleaned up the stockpiles and moved out equipment.

Semi-final will be submitted next week.

FINAL REPORT

RECEIVED

Signed J. C. Cannon

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				37.23	
Miles partially completed				same	
Miles completed				same	
Total estimated quantities (contract)				7,000 cy. 600 tons	
Total quantities corrected to date				6,605 cy. 660 tons	
Estimated quantities moved or placed to date				same	
Average daily quantities					
Average daily quantities necessary to complete project on time				complete	
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	Cldy.-Cool		Rain early morning hours
Thursday	Fair		
Friday	"		
Saturday			

RECEIVED
MAY 13 1957
FOR FILING

131-4207

4932

May 10, 1957

Mr. Leslie Harris
805 S. E. Court St.
Pendleton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of each of the contracts listed below, which were awarded to you on April 19, 1957 by the State Highway Commission:

Contract No. 4931, for grading and paving on the Stanfield (Coe Ave.) Section in Umatilla County.

Contract No. 4132, for oiling on the La Grande-Haines Section of the Old Oregon Trail and La Grande-N. Powder Highways in Union and Baker Counties.

A copy of each of these contracts is also being sent to the surety on your performance bond.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

em

Encl. 2

RECEIVED
APR 23 1957
FOR FILING

121-4209

4932

April 22, 1957

Mr. Leslie Harris
805 S. E. Court Avenue
Pendleton, Oregon

Dear Mr. Harris:

The State Highway Commission on April 19, 1957, awarded to you State Highway Contract No. 4932 for the La Grande-Haines Oiling Project on the Old Oregon Trail and La Grande-North Powder Highways in Umatilla and Baker Counties.

This award was based on your bid of $37,819.20, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

Mr. Williams

RECEIVED
JAN 7 - 1958

FOR FILING

OTED
State Highway Engineer

FINAL COST ANALYSIS

Division #1 Oiling Project

Hillsboro–Silverton, Farmington, Beaverton–Tualatin & Cascade

Horton Construction Co.
Tom Opedal, Resident Engineer

Prefix 134-1003-201(41)

Contract #4933

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	31.51	Mile	$100.00	$38.38	$ 1,208.66	$ 3,153.00
Hauling Aggregates	10,159	Yd. Mi.	0.16	0.346	3,514.74	1,625.44
Placing "	2,660	Cu. Yd.	0.80	2.17	5,780.63	2,128.00
Furnishing & Placing Aggregates	9,689	" "	3.95	3.88	37,658.96	38,271.55
120–150 Asphalt	771.95	Ton	38.00	36.04	27,822.62	29,334.10
RS-1 Asphalt	386.67	" "	39.50	38.02	14,700.98	15,273.47
Force Account					807.63	807.63
					$91,495.22	$90,593.19

Total Cost	$91,495.22
Gross Revenue	90,593.19
Net Loss	$ 902.03

Net Loss Equals 1% of Gross Revenue

Detail of Cost
Contract #4933

Labor:				
Labor			$16,852.06	
Labor Insurance			1,035.17	
				$17,887.23
Equipment Rental & Misc.:				
Equipment Rental (Owned)			$ 9,995.13	
Gas, Oil & Grease			2,611.17	
Licenses and Permits			811.65	
Telephone			154.63	
Bond			448.93	
General Insurance			497.32	
Freight			1,307.91	
Site Rented			230.00	
Home Office & Overhead			1,294.50	
Legal Fees			125.00	
Misc. Supplies & Small Tools			262.67	
				17,738.91
Materials:				
120-150 Asphalt	771.95	Tons	$20,842.65	
120-150 Asphalt	771.95	Tons Freight	1,447.80	
RS-1 Asphalt	386.67	Tons	11,136.10	
RS-1 Asphalt	386.67	Tons Freight	758.80	
3/4"-½" Cr. Material	4,944	Cu. Yd. at $2.07	10,220.34	
½"-¼" Cr. Material	2,111	" " " 2.05	4,316.99	
¼"-0 Cr. Material	2,621	" " " 2.73	7,146.40	
				55,869.08
Total Cost				$91,495.22

Remarks:

This was a "State Project" calling for construction of 21.11 miles of Type O-9 oil mat wearing surface and 10.42 miles of Type O-9 Modified oil mat wearing surface.

The locations of the four units are: Unit A on the Hillsboro-Silverton Highway M.P. 10.1 to 18.18; Unit B on the Farmington Highway from M.P. 4.65 to 8.80; Unit "C" on the Beaverton-Tualatin Highway from M.P. 2.8 to 12.75; and Unit D from M.P. 17.19 to 30.77.

Bids were opened and the contract awarded April 19th, 1957. Contractor started work May 28th, 1957, but due to lack of enough hauling trucks progress was not too good. He was, however, cautious of weather conditions. The fact that the contractor started some of the work before the rock was available also proved costly, and prices given to him were verbal and considerably more was paid than expected. Some of the aggregate cost him as much as $3.50 per cu. yd. Project was completed July 10th, 1957.

Contractor's equipment on the project was: loader, grader, two rollers, retort, storage tank, distributor, broom, tanker, five 9-yard dump trucks, 6-yard dump truck, service truck, pilot car, pickup and miscellaneous small hand tools.

Work progressed rather well for early oiling in the western part of the state, but moving out of one unit because rock was not available and moving in again proved costly, and a slight loss resulted.

M. N. Juve
Chief Cost Analyst

By . . H. R. Sturgis

ON CARD

RECEIVED
SEP 12 1957
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT

(date) Sept. 4, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
134-1003	4	Horton Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20127	H 190740	$2,717.80	Sept. 4, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weinbaus
ACCOUNTING DIVISION

Specified completion Date: 80 Workdays from 5-15-57

Time Extensions: none

Completion Date: 7-10-57

Date Accepted: 8-8-57

Penalties: none

Claims: none

Remarks:

Date: 9-5-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: Sept 6 '57

NOTED ON CARD

RECEIVED
AUG 26 1957
FOR FILING

August 23, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4933 for Division No. 1 oiling, on the Hillsboro-Silverton, Farmington, Beaverton-Tualatin and Cascade Highways in Washington, Clackamas and Yamhill Counties was completed by the contractor, Horton Construction Company, on July 10, 1957 and was formally accepted by the Highway Commission on Aug. 8, 1957.

Final payment in the amount of $2,717.30 will be released to the contractor on or after Sept. 3, 1957. The total contract amount is $90,593.19, of which amount $807.63 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc
cc: Jewett, Barton, Leavy and Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 7 1957
FOR FILING

August 7, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Horton Construction Company in connection with Contract No. 4933, for oiling on the Hillsboro-Silverton, Farmington, Beaverton-Tualatin and Cascade Highways in Washington, Clackamas and Yamhill Counties. This payment, in the amount of $13,156.46, will be released to the contractor on or after August 17, 1957. The retained percentage is $2,717.80.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en

cc: Jewett, Barton, Leavy and Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—5M—3-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 13, 19 57

Section Division No. 1 Oiling Project

Highway Hillsboro-Silverton, Farmington, Beaverton-Tualatin & Cascade

Contractor Horton Construction Co.

Date of contract April 19, 19 57

Date work started May 27, 19 57

Amount of contract $ 118,374.08

Kind of work Oiling

Section prefix 134-1003 State

Contract number 4933

Date of completion 80 Working Days, 19

Estimated date of completion July 10, 19 57

Per cent of time elapsed 30 %

Estimated cost of completed project, exclusive of engineering $ 109,956.36

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ Engineering Auth. $8,417.72 3,875.00, 46 %

Date project was completed July 10, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed project Wednesday, July 10, 1957

CONSTRUCTION DEPT.
RECEIVED
JUL 15 1957
NOTED Eng. B

Signed Tom Opedal
Tom Opedal

Address P.O. Box 4699, Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	Hauling Aggregates	Placing Aggregates	Furnishing & Placing Aggr.	120-150 Asph.	RS-1 Asph.
s in project	31.53				
s partially completed					
s completed	31.53				
al estimated quantities	11,000 Yd.Mi.	2,880 C.Y.	9,660 C.Y.	840 Ton	440 Ton
imated quantities moved or placed to date	10,159 Yd.Mi.	2,660 C.Y.	9,689 C.Y.	780 Ton	393 Ton
erage daily quantities					
rage daily quantities necessary to complete project on time					
mber shifts per day					
ours per shift					
verage force on project for week	19				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels Loader 1, Power graders 1, Rollers 2, Mixers Retort 1, Crushing or Screening plants Storage Tank 1

Compressors Distributor 1, Ditchers Broom 1, Sheep-foot rollers Tanker 1, Dump Trucks 4, Service Truck 1, Pilot Car 1

	WEATHER	HRS DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday			
Friday			
Saturday			

State Printing Dept. 38542

RECEIVED
MAY 7 - 1957
FOR FILING

4933

May 7, 1957

Horton Construction Co.
P. O. Box 1872
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of each of the contracts listed below, awarded to you on April 19, 1957 by the State Highway Commission:

Contract No. 4929, for oiling on Division No. 3, seven State Highways in Lane and Douglas Counties.

Contract No. 4933, for Division No. 1 oiling project on Hillsboro-Silverton, Farmington, Beaverton-Tualatin and Cascade Highways in Washington, Clackamas, and Yamhill Counties.

A copy of these contracts are also being sent to the surety on your performance bonds.

Very truly yours,

H. B. Glaicyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

em

Encl. 2

RECEIVED
APR 3? 1957
FOR FILING

134-1003

4933

April 22, 1957

Horton Construction Company
P. O. Box 1872
312 N. Schmeer Road
Portland 11, Oregon

Gentlemen:

The State Highway Commission on April 19, 1957 awarded to you State Highway Contract No. 4933 for the Division No. 1 Oiling Project on 4 highways in Washington, Clackamas and Yamhill counties.

This award was based on your bid of $95,859, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ed
cc -- Tom Edwards
R. H. Probert
B. G. Savage, SLAC

RECEIVED
OCT 23 1957
FOR FILING

W. C. Williams

NOTED
W. C. WILLIAMS

October 10th, 1957

FINAL COST ANALYSIS

Forest Bdry.-John Day River Section
Contract #4934

Rock Production
Lee F. Philpott, Contractor
L. Scrivner, Resident Engineer

Ochoco Highway
Prefix 35-8306

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
½"-¼" Cr. Material in Stockpile	4,718.42	Cu. Yd.	$2.83	$2.609	$12,320.55	$13,353.13
¼"-0 Cr. Material in Stockpile	4,276.42	"	"	2.83	2.609	11,168.41	12,103.40
Force Account					320.13	367.00
					$23,809.09	$25,823.53

Gross Revenue	$25,823.53
Total Cost	23,809.09
Net Profit	$ 2,014.44

Net Profit Equals 7.8% of Gross Revenue

RECEIVED

Detail of Cost

Labor:		
Labor & Supervision	$ 7,244.38	
Labor Insurance	495.06	
		$ 7,739.44
Equipment Rentals and Misc. Supplies:		
Equipment Rental (Owned)	$10,331.63	
Hired Equipment	515.00	
Gas, Oil & Grease	1,428.50	
Powder & Caps	1,357.02	
Freight & Cartage	1,267.50	
Small Tools & Misc. Supplies	200.63	
P.L. & P.D. Insurance	90.67	
Bond	193.68	
Home Office & General Overhead	685.02	
		16,069.65
T o t a l C o s t		$23,809.09

Breakdown of Crushing Cost

	Quantity	Unit	Cost	Unit Cost
Move In & Set Up	8,995	Cu. Yd.	$ 4,422.44	$0.491
Drill & Shoot	"	" "	2,971.09	0.33
Haul to Crusher	"	" "	5,696.16	0.633
Crushing	"	" "	9,011.47	1.001
Haul & Stockpile at Plant	"	" "	1,388.30	0.154
Cost in Stockpile	8,995	Cu. Yd.	$23,809.09	$2.609

The crushing plant operated 260 hours for an average production of 34.5 cu. yds. per working hour.

Remarks:

This was a "State Project" calling for the furnishing of approximately 10,000 cu. yds. of crushed rock in stockpiles at the quarry. The project was bid April 19th, 1957. Crushing started May 23rd, 1957, and the project was completed July 5th, 1957.

On May 8th, 1957 the contractor started moving in a three-crusher unit into the state-owned quarry located adjacent to the Ochoco Highway at M.P. 73.2. Due to heavy rains, some difficulty was encountered on moving in and setting up of the crushing plant. The plant was fed with a 3/4 cu. yd. shovel and two 5-yard trucks. Part of the crushed materials was run out to the stockpiles by belt and part hauled by 5-yard truck. A D-7 cat was used in stockpiling. The contract was for 10,000 cu. yds. of crushed rock, but due to mismeasurement on the contractor's part, he failed to crush out the full amount by 1,105 cu. yds.

The contractor had good bid prices, but due to large underrun of crushed materials, he only received a small profit from this contract.

M. N. Juve
Chief Cost Analyst

By . . K. T. Wechter

RECEIVED
OCT 7 1957
FOR FILING

October 7, 1957

Mr. Leroy E. Grote
Cinder Hill Co.
Foster Quarry
Dry Creek Road
Prineville, Oregon

Dear Mr. Grote:

In reply to your letter of September 12, which makes further reference to the matter of sale of rock to Wheeler County on Contract No. 4934 east of Mitchell, I wish to advise that I have had this matter carefully investigated. I find that the material to which you refer is reject material scalped from crushing operations, and although you did discuss the sale of some of this material to Wheeler County, no permission was ever granted by any responsible person in the Highway Department and a further check with Wheeler County reveals that it is not interested in acquiring this material.

The matter was the subject of a discussion at the last meeting of the Wheeler County Court, and it has informed us that it does not have any use for the rock, nor does it wish to purchase any rock from you.

In the light of the above facts, I am forced to deny your request that you be allowed to sell the rock. We have always worked very closely with counties, cities, and other public agencies with respect to the use of material from state pits and quarries and have never to my knowledge denied a reasonable request for materials when made by a public agency. The instant case does not appear to be in this category.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Wheeler County Court
Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Dean Swift

FC:me fn

September 16, 1957

Mr. Leroy E. Grote
Cinder Hill Co.
Foster Quarry
Dry Creek Road
Prineville, Oregon

Dear Sir:

Your letter of September 10, regarding rock for Wheeler County, has been received in the absence of Mr. Williams on an inspection trip and will be brought to his attention when he returns next week.

Very truly yours,

(Miss) Helen Ingrey
Secretary to W. C. Williams

PRINEVILLE MADRAS

CINDER HILL CO.

LEROY E. GROTE

GRADED CRUSHED CINDERS • CRUSHED QUARRY ROCK • ROAD MATERIALS

HEADQUARTERS
FOSTER QUARRY
DRY CREEK ROAD
PRINEVILLE, OREGON

PHONE HI 7-5156

REDMOND YARD - LI 8-3118
REDMOND, OREGON

September 10, 1957

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

During the 20 years that I have known you, I have never known of or heard of you being other than honest and fair in your dealings. It does appear, however, that some of the "big wheels" have misinformed you regarding the rock which we crushed for Wheeler County while we were working on State Contract 4934 East of Mitchell.

As we told Mr. Forrest Cooper in our letter of August 9, this rock was made specifically for Wheeler County and was not State screen rejects. The paragraph to which you refer, Section 2.15.9 of the Standard Specifications, does not therefore apply.

As you stated in your letter and as we had understood, the State does have a policy of providing for the needs of other government agencies, and it was with this understanding that we made arrangements with Wheeler County to produce the rock for them. We understand that the contractors doing the crushing on the following 2 State jobs have furnished or sold the following:

East Creet Unit - Camp Creek-Paulina Section:

1. 130 CY Crushed Rock to the U. S. Forest Service at Rager Ranger Station
2. 700 CY Crushed Rock to Crook County

Deschutes County Road Oiling Project - Abbott Butte Pit:

1. 500 CY to the U. S. Forest Service
2. 300 CY to Deschutes County
3. 115 CY to the CAA Project

Dutch -- this just isn't on the level. We are not asking for special favors, but we are certainly asking for fair and equal treatment. And while I'm "all shook up" and on the subject of equal rights, there is a lot of talk here regarding Central Oregon having been behind the door when the current highway program was set up. We need roads too, and we need contracts to build them. Why is this area at the bottom of the list?

Very truly yours,

Leroy E. Grote

LEG:C
CC Wheeler County Court

RECEIVED
AUG 26 1957
FOR FILING

August 23, 1957

Mr. Leroy E. Grote
Cinder Hill Co.
Foster Quarry
Dry Creek Road
Prineville, Oregon

Dear Sir:

We have investigated the matter of the material desired by Wheeler County from the quarry where you produced maintenance materials on Contract No. 4934. We refer you specifically to Section 2.15.9 of the Standard Specifications which states:

> "All screen rejections and other by-products of the crushing and screening operations in state-owned or state-leased quarries and gravel sources shall remain or become the property of the State."

It is quite evident, therefore, that there is no basis under which it could be assumed that you might receive permission to sell screen rejects to Wheeler County.

It has long been the policy of the Highway Commission to take cognizance, where possible, of needs of other governmental agencies and to deal directly with them in that regard.

With respect to the fourth paragraph of your letter, we again call your attention to the specifications and point out that you have no valid basis on which to enter into an agreement with Wheeler County for disposition of these materials.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Dean Swift

(Const) hi

FORM E30—50M—8-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
August 15, 1957

SUBJECT:

To: Mr. Forrest Cooper
Assistant Highway Engineer
State Highway Department
Salem, Oregon

Mr. Bates, District Maintenance Superintendent, furnished me a copy of a letter written you by LeRoy Grote, Contractor on the Forest Boundary-John Day River Rock Production Contract, No. 4934, wherein he protested the matter of himself not being allowed to sell rejects to Wheeler County. This letter is to clarify some of the statements made by Mr. Grote.

Mr. Collins, Wheeler County Commissioner, contacted District Maintenance Superintendent Bates when the job was about one-half finished relative to getting 200 yards of rejects. Bates forwarded his request to this office. This request was forwarded to Salem with recommendation of deny as we had use for this material between Mitchell and the John Day River. The quarry is located seven miles east of Mitchell on the Ochoco Highway. We had a letter from Colliers office telling us to advise Wheeler County that we had use for the rejects and that their request had been denied. About two weeks later Grote asked Resident Engineer Scrivner as to the proper procedure for getting permission to sell this material to the County. He was told that the County should initiate a request by writing to the Division Office. This was not done. Scrivner knew nothing of the request made to Bates.

The material referred to is strictly rejects and is the property of the State Highway Department. We have been careful in the past to not allow a contractor to commercialize our quarries and any requests for material from a public agency to be in writing, which is forwarded to Salem with a recommendation.

I think Mr. Grote went out of his way to drum up a little outside business. In as-much as there was more rejects than we anticipated, I would not be adverse to letting the County have two or three hundred yards of this material, at no cost, and that they be advised that the material is ours and Mr. Grote would not be a party to the transaction.

Dean Swift
DEAN SWIFT
Division Engineer

DS:me

RECEIVED
AUG 16 1957
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: August 14, 1957 No. 478 By Jc

Description: Letter of August 9 from Leroy E. Grote, contractor - Contract No. 4934, Ochoco Highway, re rock to be used by Wheeler County.

Acknowledged by____ Referred to EDWARDS

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
XX Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
FORREST COOPER

Executed 8-20-57 Report Received_____

me

PLEASE RETURN TO
FORREST COOPER

RT ON GROTE' S LETTER OF AUG 9

ıd. This was in line with our previous
ır knowledge has been the policy of the State
. Basing our plans upon this information, we
wished specifically for their needs. Because
y while we were there, the material was stock-

When we were preparing to move our equipment from this job site, we again talked to the engineer. At that time we were told that the request for this material should be initiated by the County Court in a written request to the State. Therefore, when Mr. Jack Collins, Wheeler County Commissioner, called on us a few days later, we passed this information on to him with the assurance that the request would be granted based upon the information we had. Our crusher foreman, at our request, also made inquiry regarding authority to make delivery of this rock and was told that it was all right.

We believe that this misunderstanding can and should be corrected from the above statement of the facts. This rock was made and left there specifically for Wheeler County based upon information given us verbally, and we would not have stockpiled it for them otherwise. Of the approximately 1200 - 1500 C. Y. of material left there, 750 C. Y. belongs to Wheeler County according to our agreement with them.

We shall greatly appreciate your cooperation in righting this matter, and we shall appreciate an early reply. Thank you.

Very truly yours,

Leroy E. Grote

LEG:C
CC : Wheeler County Court
Alfred W. Bates, District Maintenance Engineer
Ernest Scrivner, Resident Engineer

CON BND 0117 8-12-57 914 AM

F COOPER

WE ARE MAKING U A COMPLETE REPORT ON GROTE' S LETTER OF AUG 9
RE ROCK FOR WHEELER COUNTY

L H WARFIELD

BRC

PLEASE RETURN TO
FORREST COOPER

supplied was used on a public road. This was in line with our previous experience, and to the best of our knowledge has been the policy of the State Highway Department for many years. Basing our plans upon this information, we made the material Wheeler County wished specifically for their needs. Because the County could not take delivery while we were there, the material was stockpiled for them at the job site.

When we were preparing to move our equipment from this job site, we again talked to the engineer. At that time we were told that the request for this material should be initiated by the County Court in a written request to the State. Therefore, when Mr. Jack Collins, Wheeler County Commissioner, called on us a few days later, we passed this information on to him with the assurance that the request would be granted based upon the information we had. Our crusher foreman, at our request, also made inquiry regarding authority to make delivery of this rock and was told that it was all right.

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Very truly yours,

Leroy E. Grote

LEG:C

CC : Wheeler County Court
Alfred W. Bates, District Maintenance Engineer
Ernest Scrivner, Resident Engineer

files

CON BND 0117 8-12-57 914 AM

F COOPER

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L H WARFIELD

BRC

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Very truly yours,

Leroy E. Grote

LEG:C

CC : Wheeler County Court
Alfred W. Bates, District Maintenance Engineer
Ernest Scrivner, Resident Engineer

REDMOND PRINEVILLE MADRAS

CINDER HILL CO.

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HEADQUARTERS
FOSTER QUARRY
DRY CREEK ROAD
PRINEVILLE, OREGON

PHONE HI 7-5156

REDMOND YARD - LI 8-3118
REDMOND, OREGON

Files

August 9, 1957

Mr. Forrest Cooper, Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
FORREST COOPER

Re: Contract #4934 - Wheeler & Grant Counties - Ochoco Highway

Dear Mr. Cooper:

We have received word from the Wheeler County Court that the State Highway Department has refused them permission to take the rock that was made for them 7 miles East of Mitchell when we were crushing on the above job.

In June, when we were about half finished, Wheeler County contacted us relative to procuring some road topping for their use. This was discussed with the resident engineer, and it was our understanding that it was permissible to fill the needs of a city or county as long as the rock supplied was used on a public road. This was in line with our previous experience, and to the best of our knowledge has been the policy of the State Highway Department for many years. Basing our plans upon this information, we made the material Wheeler County wished specifically for their needs. Because the County could not take delivery while we were there, the material was stockpiled for them at the job site.

When we were preparing to move our equipment from this job site, we again talked to the engineer. At that time we were told that the request for this material should be initiated by the County Court in a written request to the State. Therefore, when Mr. Jack Collins, Wheeler County Commissioner, called on us a few days later, we passed this information on to him with the assurance that the request would be granted based upon the information we had. Our crusher foreman, at our request, also made inquiry regarding authority to make delivery of this rock and was told that it was all right.

We believe that this misunderstanding can and should be corrected from the above statement of the facts. This rock was made and left there specifically for Wheeler County based upon information given us verbally, and we would not have stockpiled it for them otherwise. Of the approximately 1200 - 1500 C. Y. of material left there, 750 C. Y. belongs to Wheeler County according to our agreement with them.

We shall greatly appreciate your cooperation in righting this matter, and we shall appreciate an early reply. Thank you.

Very truly yours,

Leroy E. Grote

Leroy E. Grote

LEG:C
CC : Wheeler County Court
Alfred W. Bates, District Maintenance Engineer
Ernest Scrivner, Resident Engineer

files"

RECEIVED
AUG 26 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
August 21, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1934 41-1	3-Final	Lee F. Philpott	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19150	H89527	$ 774.71	August 21, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapmeske
ACCOUNTING DIVISION

Specified completion Date: 70 workdays from 5-15-57

Time Extensions: None

Completion Date: July 5, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: August 22, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 23 1957

Nicki Rawlings

NOTED ON CARD

RECEIVED
AUG 13 1957
FOR FILING

August 12, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4934 for work performed on the Forest Boundary-John Day River Section of the Ochoco Highway in Wheeler and Grant Counties was completed by the contractor, Lee F. Philpott, on July 5, 1957 and was formally accepted by the Highway Commission on Aug. 8, 1957.

Final payment in the amount of $774.71 will be released to the contractor on or after August 22, 1957. The total contract amount is $25,823.53, of which amount $367.00 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ea

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUL 30 1957
FOR FILING

July 29, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Lee F. Philpott in connection with Contract No. 4934, for rock production on the Forest Boundary-John Day River Section of the Cohoco Highway in Wheeler and Grant Counties. This payment, in the amount of $16,568.12 will be released to the contractor on or after August 8, 1957. The retained percentage is $774.71.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
cm

Form R-1—10M—6-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 19, 19 57

Section Forest Boundary - John Day River

Highway Ochoco

Contractor Lee F. Philpott

Date of contract April 19, 19 57

Date work started April 25, 19 57

Project authorization . . . . . $ 32,962.50
Exclusive of Engineering . . . . $ 30,618.50

Estimated cost of completed project, exclusive of engineering . . . . . $ 25,823.53

Estimated per cent overrun or underrun . . . . . Underrun 15.7%

Per cent of contract completed, based on total contract price . . . . . 90 %

Engineering authorization . . . . $ 2,344.00

Engineering cost to date $ 1,400.00, 59.7 %

Kind of work Rock Production

Section prefix 35-8306

Contract number 4934

Date of completion 70 Workdays Beg. May 15, 19 57

Estimated date of completion July 5, 19 57

Per cent of time elapsed 47.1 %

Date project was completed July 5, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed work on semi-final estimate this week and submitted it to the division office on Friday.

---- FINAL REPORT ****

Noted
M. N. Juvo

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
JUL 22 1957

NOTED CE ACE ACE COE

NOTED
C. E. PAULSEN

Signed Lowell L. Sommer

Address P.O. Box 182, Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 95633

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			10,000 CY		
Total quantities corrected to date			8,995 CY		
Estimated quantities moved or placed to date			8,995 CY		
Average daily quantities			Project Completed		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair & Warm		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
MAY 7 - 1957
FOR FILING

4934

May 7, 1957

Mr. Lee F. Philpott
510 E. Browning Ave.
Salem, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4934, which was awarded to you on April 19, 1957 by the State Highway Commission, for rock production on the Forest Boundary-John Day River Section of the Ochoco Highway in Wheeler and Grant Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

H. B. Gladmyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

em

Encl.

RECEIVED
APR 23 1957
FOR FILING

35-306

4934

April 22, 1957

Mr. Lee F. Philpott
1231 Ochoco Avenue
Prineville, Oregon

Dear Sir:

The State Highway Commission on April 19, 1957 awarded to you State Highway Contract No. 4934 for the Forest Boundary-John Day River Rock Production Project on the Ochoco Highway in Wheeler and Grant counties.

This award was based on your bid of $28,300, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:e d
cc - Tom Edwards
S. H. Probert
R. G. Savage, SIAC

S-10(3)

Form A-180 -10M—6-57

A. C. Ayers

NOTED
V. R. JONES

INVOICE

Oregon State Highway Department

SALEM, OREGON

Contract 4935
S-149(3)

Polk County
Dallas, Oregon

Attn: County Court

RECEIVED
SEP 3 1958

Invoice No. 57210

Date September 2, 1958

Your Req. No.

Billing Request No. ee 4/41

Credit Distribution: 527-1041-297

Final Billing: West Unit, Airlie-Suver Section, FAS 560, covered by agreement dated March 15, ~~1958~~ 1957

Original advance deposit	19,706.42	
Less amount previously transferred	16,706.42	
Balance in advance deposit		3,000.00
County share total cost as per attchd statement	18,080.61	
Less amount previously transferred	16,706.42	
Balance		1,374.19
To be retained		$1,625.81

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By .....

NOTED
C. G. SWENSON

State Printing 4396

FORM S-123X 87½M 10-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 29, 1958

Polk County Court
Courthouse
Dallas, Oregon

Copy

File

Gentlemen:

Final costs are now available for the Luckiamute River Bridge Section on FAS 193 and the West Unit, Airlie-Suver Section of FAS 560. As shown in the attached cost statements, a refund is due the County in the amount of $3,054.46 for the Luckiamute River Bridge Section and $1,625.81 for the West Unit, Airlie-Suver Section.

As previously agreed, these refunds are being retained as part of the deposit in connection with the Bethel-Lena Section of FAS 744.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

Completed 10/18/57

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

County Polk — Contract No. 4935 — Date 8/27/58

FAS 904 — Section West Unit, Airlie-Suver

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached statement				$84,705.44
Signs				56.22
Construction Engineering				8,380.55
TOTAL CONSTRUCTION COSTS				$93,142.21
FEDERAL FUNDS COLLECTED FOR PROJECT				$56,981.00

AGREED COUNTY SHARE TOTAL COSTS
(50% or difference between total costs and Federal funds)

($93,142.21 - $56,981) x 1/2 = $18,080.61

County Advance Deposit	$19,736.42
Less County Share	18,080.61
REFUND DUE COUNTY	$ 1,655.81

JPH:

December 2, 1957

STATE OF OREGON,

To D. F. McKINLEY, Dr.

County Polk — Postoffice address Salem, Oregon

Highway Burns Corner - Dever Road — Work done to October 18, 1957 — Contract No. 4935

Section West Unit, Airlie - Dever — Prefix No. S27-104-201(41) — Estimate No. 8 Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and grubbing	all	4,500.00	100%	4,500.00	4,500.00	-
2. Drainage excav., unclass.	c.y.	3.00	530.75	1,592.25	1,592.25	-
3. General excav., unclass.	c.y.	.30	23,911.8	7,173.54	7,173.54	-
4. Short overhaul	sta.yds.	.02	50,419	1,008.38	1,007.14	1.24
5. Long overhaul	C-yd.sta.	.50	979.6	489.80	489.80	-
6. Finishing roadbed and slopes	mile	1000.00	3.96	3,960.00	3,960.00	-
8. 30" corr. metal pipe	lf.	9.00	30	270.00	270.00	-
9. 12" concrete pipe	lf.	2.00	1,053	2,106.00	2,106.00	-
10. 18" concrete pipe	l.f.	3.50	660	2,310.00	2,310.00	-
11. 24" concrete pipe	l.f.	6.00	160	960.00	960.00	-
12. 36" concrete pipe	l.f.	7.50	126	945.00	945.00	-
13. Class "A" concrete	c.y.	60.00	76.68	4,600.80	4,600.80	-
14. Metal reinforcement	lbs.	.15	12,465	1,869.75	1,869.75	-
15. Coarse material in base	c.y.	1.66	20,652.00	34,282.32	34,282.32	-
16. 3/4"-0 material in base	c.y.	3.10	4,982	15,255.10	15,255.10	-
17. Sprinkling	M/gal.	2.50	1,329	3,322.50	3,322.50	-
P&I Transportation	all	60.00	100%	60.00	60.00	-
			Totals	[illegible]	[illegible]	1.24
			% Retained	-	2,541.13	2,541.13
			Total Payments	[illegible]	[illegible]	2,542.37

Audited and approved by .....

Period covered 10/18/57

Item	Unit	Unit Price	Total Quantities To Date	Total Amount To Date	Previous Amount	
1. Clearing and grubbing	all	4,500.00	100%	4,500.00	4,500.00	-
2. Drainage excav., unclass.	c.y.	3.00	530.75	1,592.25	1,592.25	-
3. General excav., unclass.	c.y.	.30	23,911.8	7,173.54	7,173.54	-
4. Short overhaul	yd.sta.	.02	50,419	1,008.38	1,007.14	1.24
5. Long overhaul	C-yd.sta.	.50	979.6	489.80	489.80	-
6. Finishing roadbed and slopes	mile	1000.00	3.96	3,960.00	3,960.00	-
8. 30" corr. metal pipe	lf.	9.00	30	270.00	270.00	-
9. 12" concrete pipe	lf.	2.00	1,053	2,106.00	2,106.00	-
10. 18" concrete pipe	l.f.	3.50	660	2,310.00	2,310.00	-
11. 24" concrete pipe	l.f.	6.00	160	960.00	960.00	-
12. 36" concrete pipe	l.f.	7.50	126	945.00	945.00	-
13. Class "A" concrete	c.y.	60.00	76.68	4,600.80	4,600.80	-
14. Metal reinforcement	lbs.	.15	12,465	1,869.75	1,869.75	-
15. Coarse material in base	c.y.	1.66	20,652.00	34,282.32	34,282.32	-
16. 3/4"-0 material in base	c.y.	3.10	4,921	15,255.10	15,255.10	-
17. Sprinkling	M/gal.	2.50	1,329	3,322.50	3,322.50	-
P&P Transportation	all	60.00	100%	60.00	60.00	-

files

OREGON STATE HIGHWAY DEPARTMENT

(date) January 6, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
	8 Final	D. F. McKenzie	
4935 (VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
30157	H200795	$2,542.37	1-6-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 110 workdays from 5-3-57

Time Extensions: None

Completion Date: Oct. 18, 1957

Date Accepted: Oct. 31, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-7-58

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 7 1958

NOTED ON CARD

em

RECEIVED
JAN 7 - 1958
FOR FILING

NOTED
State Highway Engineer

W.C. Williams

December 27, 1957

West Unit, Airlie-Suver
Contract No. 4935

FINAL COST ANALYSIS

Grading and Stone Base
D. F. McKenzie, Contractor
Kenneth E. Bartel, Resident Engineer

Burns Corner-Suver Road
Prefix: 527-1041
Project: S-149(3)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	All	All	$4,500		$ 1,393.96	$ 4,500.00
Drainage Excavation	530.75	Cu. Yds.	3.00	$ 2.36	1,254.38	1,592.25
General Excavation	23,911.8	Cu. Yds.	.30	.287	6,867.91	7,173.54
Short Overhaul	50,419	Yd. Sta.	.02	.016	814.86	1,008.38
Long Overhaul	979.6	C-yd. Sta.	.50	.47	466.09	489.80
Finish R/B & Slopes	3.96	Mile	1,000	256.47	1,015.62	3,960.00
30-inch Corr. Metal Pipe	30	Lin. Ft.	9.00	8.53	255.90	270.00
12-inch Concrete Culv. Pipe	1,053	Lin. Ft.	2.00	1.32	1,391.81	2,106.00
18-inch Concrete Culv. Pipe	660	Lin. Ft.	3.50	2.52	1,663.94	2,310.00
24-inch Concrete Culv. Pipe	160	Lin. Ft.	6.00	4.84	773.79	960.00
36-inch Concrete Culv. Pipe	126	Lin. Ft.	7.50	5.90	743.88	945.00
Class "A" Concrete	76.68	Cu. Yd.	60.00	59.18	4,538.54	4,600.80
Metal Reinforcement	12,465	Lb.	.15	.15	1,869.75	1,869.75
Coarse Mat'l in Base	20,652	Cu. Yd.	1.66	1.62	33,450.54	34,282.32
3/4"-0 Mat'l in Base	4,921	Cu. Yd.	3.10	2.95	14,523.43	15,255.10
Sprinkling	1,329	M-gal.	2.50	2.08	2,760.66	3,322.50
PA #1 Transportation	All	All	60.00	60.00	60.00	60.00
					$73,845.06	$84,705.44

Gross Revenue	$84,705.44
Total Cost	73,845.06
Net Profit	$10,860.38

Net Profit Equals 12.8% of the Gross Revenue

DETAIL OF COST

West Unit, Arlie-Suver
Contract No. 4935

Labor:

Labor	$ 6,954.70	
Labor Insurance	621.32	
		$ 7,576.02

Materials:

30" Corr. Metal Pipe	30	Lin. Ft.	At $6.60	$ 198.00	
30" Corr. Metal Band	1	Only	" 6.60	6.60	
12" Concrete Culvert Pipe	1,053	Lin. Ft.	" .90	947.70	
18" Concrete Culvert Pipe	660	Lin. Ft.	" 1.75	1,155.00	
24" Concrete Culvert Pipe	160	Lin. Ft.	" 2.70	432.00	
36" Concrete Culvert Pipe	126	Lin. Ft.	" 4.10	516.60	
Coarse Crushed Material, Delivered on Road	20,652	Cu. Yd.	" 1.40	28,912.80	
3/4"-0 Crushed Material, Delivered on Road	4,921	Cu. Yd.	" 2.80	13,778.80	
					$45,947.50

Equipment Rental and Misc. Supplies:

Equipment Rental	$ 8,068.48	
Gas, Oil, and Grease	2,316.87	
Bond	524.38	
P.L. and P.D. Insurance	86.93	
Amt. Paid Chas. Wiedeman for Box Culvert	6,408.23	
Small Tools and Misc. Supplies	375.50	
Home Office and Gen. Overhead	2,541.15	
		$20,321.54

$73,845.06

REMARKS:

This was a Federal-Aid Secondary Project calling for the grading and surfacing of 3.96 miles of highway roadbed on the West Unit, Arlie-Suver Section of the Burns Corner-Suver County Road in Polk County.

The contract was bid March 29, 1957, awarded April 23, 1957, work started April 11, 1957 and the project was completed October 18, 1957.

The contractor moved in a D-7 cat and dozer and a two man crew to start clearing April 11, 1957. The clearing consisted of brush and a few fir trees. Good progress was made on the clearing.

The excavation was started on May 28, 1957, using one D-8 cat and carryall, one D-7 cat and dozer, one Austin-Western blade. Progress was slow due to the small amount of equipment, but the quality of the work was good. On July 29th the contractor moved in one more D-8 cat and carryall that had been on another project. After the additional equipment was placed on the job the grading progressed very satisfactorily, being completed August 28th.

The contractor started hauling coarse base rock August 29th with eight 9-cubic yard and 4- 5-cubic yard hired trucks loaded with a 3/4-cubic yard shovel. The equipment used on the road consisted of one old-type blade one roller, and one water wagon. Very good progress was made on the hauling of the material, but the blade had difficulty in keeping the gravel bladed due to breakdowns.

The 3/4"-0 level course was purchased from the Central Paving Company, located at Independence, and hauled with the same amount of trucks that hauled the base rock and processed with the same equipment.

The contractor had good bid prices, fair equipment, personal supervision, and realized a good profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
DEC 12 1957
FOR FILING

Dec. 11, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4935 for grading and stone base on the West Unit, Airlie-Suver Section of the Burns Corner-Suver Road in Polk County was completed by the contractor, D. F. McKenzie, on Oct. 18, 1957, and was formally accepted by the Highway Commission on Oct. 31, 1957.

Final payment in the amount of $2,542.37 will be released to the contractor on or after Dec. 21, 1957. The total contract amount is $84,705.44, an no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 1 1957
FOR FILING

Nov. 1, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to D. F. McKenzie in connection with Contract No. 4935, for grading and stone base on the West Unit, Airlie-Suver Section of the Burns Corner-Suver Road in Polk County. This payment, in the amount of $10,702.34, will be released to the contractor on or after Nov. 11, 1957. The retained percentage is $2,541.13.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

NOTED
V. R. JONES

October 24, 1957

Polk County Court
Courthouse
Dallas, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Gentlemen:

This is to advise you that work on Contract No. 4935, West Unit, Airlie-Suver Section of FAS 560, was completed on October 18, 1957.

Under the terms of the maintenance agreement signed by the Court on March 15, 1957, and by the Highway Commission on March 28, 1957, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JIG:mm

cc: Mr. Lockwood Franklin, Co. Engr.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
OCT 23 1957
FOR FILING

October 23, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 18, 1957, on Contract No. 4935, West Unit, Airlie-Suver Section, in Polk County, in connection with Federal Aid Project No. S-1149(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

DBP:cr
cc: Clarence G. Swenson

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 19, 19 57

Section West Unit, Airlie - Suver

Highway Burns Corner-Suver Road County Polk

Contractor D. F. McKenzie

Date of contract April 23, 19 57

Date work started April 10, 19 57

Project authorization . . . . . $ 98601.75

Exclusive of engineering . . . . $ 91590.07

Kind of work Grading & Stone Base

Section prefix 527-1041

Contract number 4935

Specified work days 110 days begin May 3, 1957

Work days used 99

Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 84,800.00

Estimated per cent overrun or underrun . . . . . 7.4 %

Per cent of contract completed, based on total contract price . . . . . 99.9 %

Engineering authorization $7011.68

Engineering cost to date $7400.00, 105.5 %

Date project was completed Oct 18, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor worked all week blading and rolling the stone base. The processing has set-up the surface very tight. The job is most satisfactory.

On Tuesday, Oct. 15, Mr. Ray Asbury, assistant Div. Engr., Mr. Lockwood Franklin, Polk Co. Engineer and myself were over the entire project.

CONSTRUCTION DIVISION
RECEIVED
NOTED

Signed Kenneth E. Bard

Address Salem - Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.96	3.96			
Miles partially completed	"	"			
Miles completed	"	"			
Total estimated quantities (contract)	27200 c.y.	27400 c.y.			
Total quantities corrected to date	23958 c.y.	25573 c.y.			
Estimated quantities moved or placed to date	All	All			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week					
Men		21			
Supervision		1			
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders 1, Rollers 1, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ..... Water wagon 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Overcast		
Tuesday	Clear		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
OCT 31 1927
DIVISION OF ROADS
SACRAMENTO

Fed. Aid # 4935

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Polk
Project No. S-1149(3)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 9th day of July, 19 57, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 6th day of March, 19 57, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 3.953 miles of grading, draining, and 2-lane low type surfacing.
(Character of work)

between FAS 190 and FA Rte. 9 at Suver,
(Control points)

consisting of 3.953 miles of roadway and no (Number) bridges.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of fifty nine thousand, seven hundred and 00/100 dollars ($ 59,700.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is ninety six thousand, four hundred ten and 60/100 dollars ($ 96,410.60).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas. H. Reynolds
Chairman, State Highway Commission
(Title)

By Mark McLaury
Member, State Highway Commission
(Title)

By J. W. Thurman
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By C. H. Tolk
Division Engineer, Bureau of Public Roads

—33205

July 5, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the W. Unit, Airlie-Suver Section, Project No. S-149(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:tb

May 13, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the West Unit, Airlie-Suver Section, Project No. S-1149(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:ar

Oregon State Highway Department

Federal Aid Secondary
Project No. S-149(3)

WEST UNIT, AIRLIE-SUVER SECTION OF THE BURNS CORNER-SUVER ROAD

IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon May 9, 1957

Type Code 2010
Roadway (Sta. 99+00 to Sta. 308+00)(Contract No. 4935)

			$ 4,500.00
All Required	Clearing and Grubbing		840.00
280 cu.yds.	Drainage Excavation, Unclassified	3.00	8,160.00
27,200 cu.yds.	General Excavation, Unclassified	.30	1,220.00
61,000 yd.sta.	Short Overhaul	.02	460.00
920 C-yd.sta.	Long Overhaul	.50	3,960.00
3.96 miles	Finishing Roadbed and Slopes	1,000.00	204.00
34 lin.ft.	18-inch Corrugated Metal Pipe	6.00	378.00
42 lin.ft.	30-inch Corrugated Metal Pipe	9.00	2,960.00
1,480 lin.ft.	12-inch Concrete Pipe	2.00	1,295.00
370 lin.ft.	18-inch Concrete Pipe	3.50	264.00
44 lin.ft.	24-inch Concrete Pipe	6.00	750.00
100 lin.ft.	36-inch Concrete Pipe	7.50	5,160.00
86 cu.yds.	Class "A" Concrete	60.00	1,785.00
11,900 lbs.	Metal Reinforcement	.15	36,520.00
22,000 cu.yds.	Coarse Material in Base	1.66	16,740.00
5,400 cu.yds.	3/4" - 0 Material in Base	3.10	2,200.00
800 M-gals.	Sprinkling	2.50	$87,396.00
			250.00
All Required	Flagging (57½% of Contractor's Cost)		
		Subtotal	$87,646.00
		10% Engr. & Cont.	8,764.60
		Total	$96,410.60

Length of Roadway.....3.953 miles
Length of 1 structure.....0.005 mile
Total Length.....3.958 miles
Cost of Roadway per mile.....$24,389.22

Federal Funds	$ 59,700.00
State Funds	18,355.30
County Funds	18,355.30
	$ 96,410.60

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920; Chap. 529, Laws, 1939

State Funds for Maint. Chap. 529, Laws, 1939

NOTE: Necessary funds have been deposited by Polk County with the Highway Department.

RECEIVED
MAY 7 - 1957
FOR FILING

4935

May 6, 1957

Mr. D. F. McKenzie
1465 Mission St.
Salem, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4935, which was awarded to you on April 23, 1957 by the State Highway Commission, for grading and stone base on the West Unit, Airlie-Suver Section of the Burns Corner-Suver Road in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

cm

Encl.

RECEIVED
MAY 3 - 1957
FOR FILING

May 1, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 23, 1957, on Contract No. 4935, West Unit, Airlie-Suver Section, in Polk County, in connection with Federal Aid Project No. S-149(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEF:bb

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
April 26, 1957

Right-of-way
West Unit, Airlie-Suver Section
FAS 560, Polk County

Mr. Earl Saling
O F F I C E

NOTED
John F. Hagemann

Enclosed are copies of two deeds obtained by Polk County in connection with the subject named project.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Encl.

NOTED
C. G. SWENSON

Form A-189—1M—7-56

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 50259

Date April 23, 1957

Your Req. No.

Billing Request No. co-315

Credit distribution: 527-1041-297

Polk County
Dallas, Oregon

Attn: County Court

NOTED
V. R. JONES

NOTED
John F. Hagemann

West Unit Airlie-Suver Section of FAS 560, covered by agreement dated March, 1957.

Partial transfer county's share total cost. Total advance deposit is $18,100 cash plus $1,606.42 retained refund from Luckiamute River Section (See co-282) for a total of $19,706.42 of which $3,000 is to remain in the advance deposit fund.

	Advance Deposit	19,706.42
See above		16,706.42
	To be Retained	$3,000.00

RECEIVED
APR 24 1957

NOTED
E. S. SWINSON

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

State Printing 86065

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
MTYSON

NOTED
V R [illegible]

NOTED
Harold C. Ayers

April 23, 1957

Polk County Court
Courthouse
Dallas, Oregon

NOTE
John F. Ha[illegible]

Gentlemen:

This is to acknowledge receipt of the advance deposit and right-of-way deeds in connection with the West Unit, Airlie-Suver Section of FAS 560. Contract No. 4935 has been awarded for this project and a copy of the contract is being forwarded under separate cover.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
[illegible]SON

NOTED
Harold C. Ayers

Salem, Oregon
April 22, 1957

West Unit, Airlie-Suver Section
FAS 560, Polk County

Mr. S. H. Probert
O F F I C E

NOTED
John F. Hagemann

Polk County has made the required advance deposit and obtained all necessary right-of-way in connection with the subject named project upon which bids were received 3/29/57.

This project is now clear for awarding of a contract.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: Forrest Cooper
G. S. Paxson

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

March 29, 1957

Polk County Court
Courthouse
Dallas, Oregon

Gentlemen:

On March 29th a satisfactory bid was received from D. F. McKenzie of Salem for construction of the West Unit, Airlie-Suver Section of FAS 560. As per the agreement between county and state, the following advance deposit is required of the county:

Bid Items	$87,396.00
Flagging	250.00
12-1/2% Engineering & Contingencies	10,955.75
Estimated Total Cost.....	$98,601.75
County Advance Deposit of 20%.....	$19,720.35
Less refund on Luckiamute River Section, FAS 560, Retained by State	1,606.42
Required Cash Deposit.....	$18,113.93 or say $18,100

Please make this deposit by means of a check or warrant in the amount of $18,100 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit and a letter certifying that all right-of-way has been acquired, a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Deposit recvd.
4/22/57
R/W all clear 4/22/57

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

RECEIVED
MAY 6 - 1957
FOR FILING

1-149(3)
4935

April 23, 1957

Mr. D. F. McKenzie
1465 Mission Street
Salem, Oregon

Dear Mr. McKenzie:

The State Highway Commission on March 29, 1957 accepted your proposal for grading and stone base on the West Unit, Airlie-Suver Section of the Burns Corner-Suver Road in Polk County for the sum of $87,396, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This letter is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4935.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my telephone call to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ejd
cc - Tom Edwards
H. Probert
G. Savage, AAC

Modern Highways
c/o Scranton Pub. Co. Inc.
185 N. Wabash Ave.
Chicago 1, Illinois

Inc. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Washington
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Washington

NOTED
J. Mc C.

RECEIVED
APR 13 1957
FOR FILING
L 14031
4125

Salem, Oregon
April 3, 1957

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

Attention: Mr. John D. Graham
Office Engr.

Maint. 301
Finance - 152

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Polk County covering the West Unit, Airelie-Suver Section of FAS 560.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Polk County.

Secretary

rn
Attach:

RECEIVED
APR 5 - 1957
FOR FILING

April 3, 1957

County Court of Polk County
Court House
Dallas, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Polk County one fully executed copy each of a maintenance and finance agreement between the State Highway Commission and Polk County covering the West Unit, Airlie-Suver Section of FAS 560.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

FORM E30—50M—2-56—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1957

SUBJECT: FAS Project Agreements
FAS 560, Polk County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of a finance agreement covering the West Unit, Airlie-Suver section, FAS 560, in Polk County. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on November 8, 1956.

John D. Graham
John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

APPROVED
[illegible]
ASST. HIGHWAY ENGINEER
Date March 22, 1957

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-8-56 Minute Page 48
[illegible]
Secretary

Secretary
DATE
AUTHORIZED BY HIGHWAY COMMISSION

NOTED
[illegible]

NOTED
Harold C. Ayers

March 14, 1957

Polk County Court
Courthouse
Dallas, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and one set of plans and specifications in connection with the West Unit, Airlie-Suver Section of FAS 560 upon which bids will be received March 29th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is $121,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications are for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than March 22nd.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D GRAHAM

John F. Hagemann
Asst. Engr., County and City Relations

NOTED
C. G. SWENSON

JFH:mm
Encl.

NOTED
Harold C. Ayers

NOTED
V. R. JONES

MEMO TO J. W. NASH

February 19, 1957

FAS 560, Polk County
Airlie-Suver Section

From a point approximately 0.25 miles westerly from the Airlie store, easterly to a point approximately 2 miles west of the junction of FAS 560 with FAP Route 9 at Suver.

Grade and drain and place base and leveling course to a top width of approximately 28' which will permit a finished roadway of a 20' wide type O-11 oil mat wearing surface with 4' shoulders. The FAS project will be for grade, base, and leveling course only with Polk County placing the oil mat wearing surface to State standards, without Federal cooperation. The grading will be mostly widening the existing grade with one minor realignment at Jont Creek just west of Airlie.

Project Length: 3.96 miles.

Funds:		
	Federal	$ 72,000
	State	24,000
	County	24,000
	Total	$120,000

The existing road within the project limits is a 30' wide crushed gravel surface approximately 4" in depth.

The existing road adjacent to the east end of the project has an 18' wide oil mat wearing surface with 4' shoulders in fair condition and adjacent to the west end a 20' oil mat wearing surface in good condition with 5' shoulders.

There is no substandard existing grade and alignment within the project limits excepting at Jont Creek which is being corrected.

No substandard grade and alignment adjacent to either end of project.

No major structures within project limits.

No railroad crossings within project limits.

No airport is involved.

Project not affected by any water development.

No revision or addition to FAS System involved.

Justifying data for FAS 560 furnished with Oregon Projects S-149(1) and S-149(2).

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

JFH:mm

NOTED
Harold C. Ayers

Salem, Oregon
February 1, 1957

Airlie-Suver Section
FAS 560, Polk County

Mr. Tom Edwards
O F F I C E

NOTED
J. F. HAGEMANN

The field data for the subject named project has been examined and found to be consistent with the project as proposed by the County and approved by the Highway Commission. Funds in addition to the $100,000 initially programed are available if required.

The County Court has approved the line revision at Jont Creek and requested that option forms for the required additional right-of-way be furnished them as soon as possible.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: V. G. O'Neil
Frank Hall

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
JAN 17 1957
FOR FILING

1-2-57

RECEIVED
JAN 1 - 1957
OFFICE OF
STATE HIGHWAY ENGINEER

LOCATION PROSPECTUS, AIRLIE-SUVER SECTION,
COUNTY ROAD NO. 7 (FAS 560)
POLK COUNTY

The following prospectus is submitted regarding the Airlie-Suver Section of FAS 560 in Polk County. The beginning of the project is a point one-quarter mile west of Airlie thence along the existing county road in a southeasterly direction for approximately 4 miles to a point 2 miles westerly of Suver.

This is a County FAS project. The purpose of the survey is to prepare an estimate of cost for grading and surfacing. Work is to be confined to the existing 60-foot right of way. A routine soils investigation will be made in conjunction with the survey. No special drainage problems are anticipated. No economic analysis is required.

The 1955 ADT is 150; the projected 1975 ADT is 300. This is to be a Class "E"-45 Highway with maximum curvature of 10° and a maximum grade of 5%. The typical roadbed section will be two 10-foot running lanes with 4-foot shoulders. The tentative base design by Ray Webber is as follows:

Over Existing	
In Place	4"
Crushed Base	6"
Leveling Course	2"
Total	12"

New Grading	
Base Course	10"
Leveling Course	2"
Total	12"

The grading on the project will be extremely light consisting mainly of ditch cleaning and some minor grade correction on crests and sags.

Access on this facility will remain unrestricted with "at grade" connections. There are no railroad, stream, or river crossings involved.

Prospective material sources will be in the Independence or Buena Vista area. No haul roads will be required.

An agreement will be necessary with Polk County.

No State parks are involved in this survey.

NOTED
FORREST COOPER

January 2, 1957

Attachment

cc W. C. Williams
Forrest Cooper ✓
G. S. Paxson
Tom Edwards
J. D. Walker
David Moehring
S. H. Probert
C. G. Polk
P. M. Stephenson
F. B. Crandall
C. G. Swenson
C. H. Armstrong
R. C. Edgerton
John W. Nash
Ray Webber (2)
Jay Blair
Frank Hall
R. L. Porter
D. J. Barbee

SALEM

DALLAS

Proposed Route
FAS 500

GENERAL HIGHWAY MAP

POLK COUNTY

November 20, 1956

Polk County Court
Courthouse
Dallas, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. H...

Gentlemen:

On November 8th the Highway Commission approved the county FAS project as described in the attached tabulation which is believed to conform with the County's request. Preparation of plans and specifications and approval of the Bureau of Public Roads is now required prior to contracting. Plans and specifications will be prepared under the supervision of our division office in Salem.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:Mm
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

POLK COUNTY
PROPOSED PROJECT

FAS 560 - Airlie-Suver Section, Approximately 4 Miles, $100,000. This section extends from the existing oil mat wearing surface northwest of Airlie, easterly to the existing oil mat wearing surface approximately 2.3 miles west of Suver.

The proposed project is to regrade and drain following the present alignment and place additional base material, including the leveling course, as required to permit a finished roadway having a 20' wide 0-11 with 4' shoulders. Polk County will place the oil mat after completion of the FAS project.

The $100,000 programed may be adjusted when a firm estimate of cost is available.

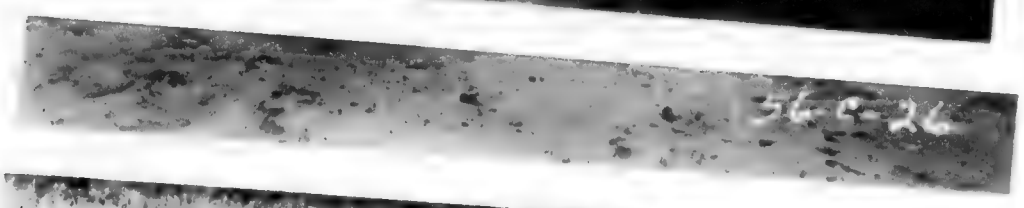
10/26/56
(56-f)

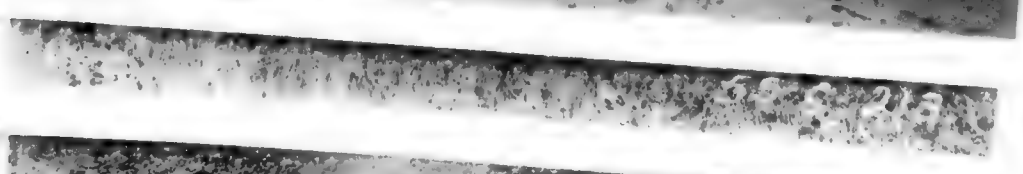
1955/1956

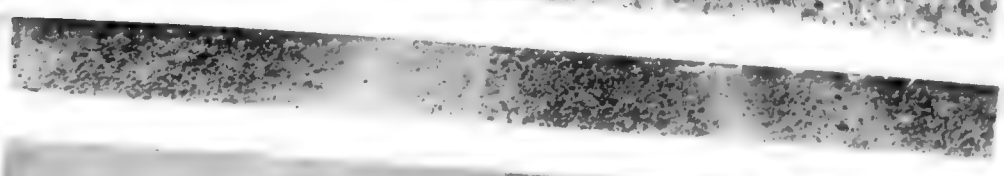
FAS [illegible] County [illegible] Contract No. [illegible]

Section [illegible]

Location [illegible]

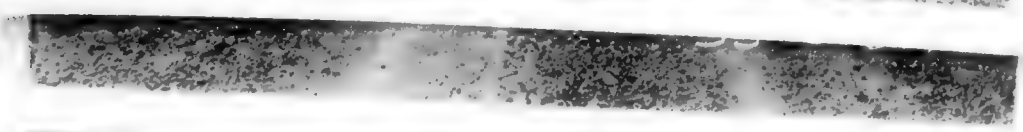






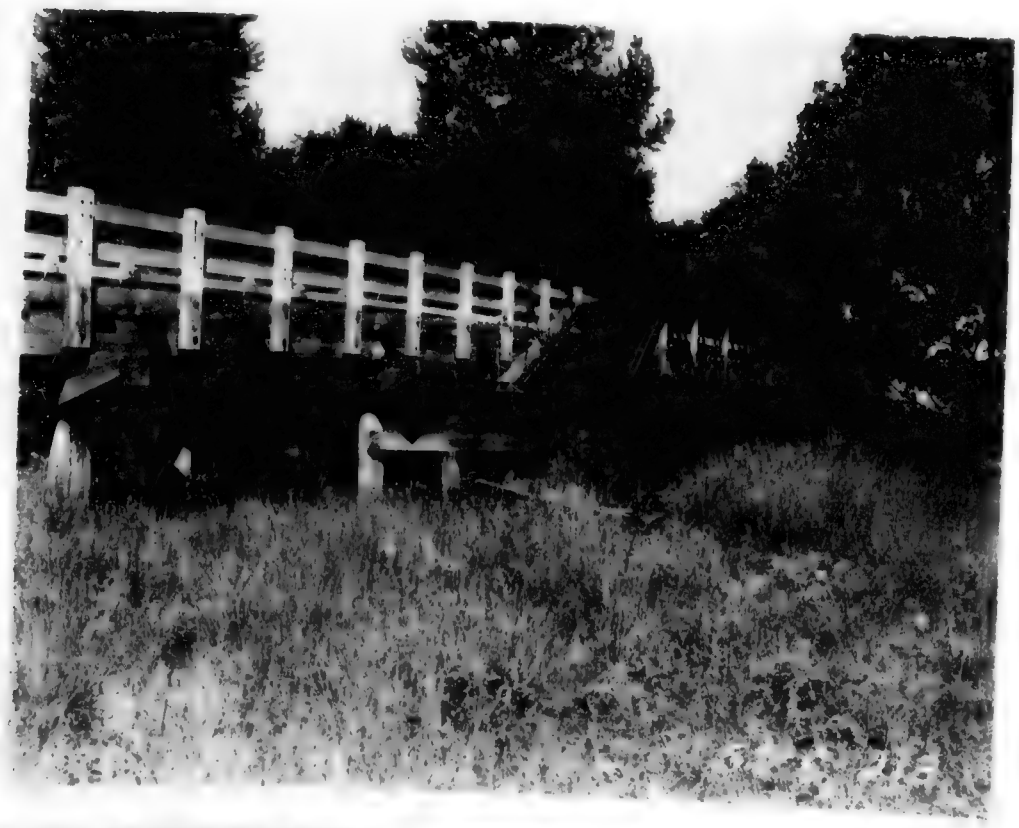
1955/1956

452



1955/1956

52



55-C-212

1955/1956

55-C-212

1955/1956

1955/1956

52

Form A-150—10M—6-57

INVOICE

Oregon State Highway Department

SALEM, OREGON

Contract 4936
L-1196(5) & L-1196(6)

[illegible]
[illegible]

[illegible] County Court

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

RECEIVED
DEC 30 1957
COUNTY CLERK

Invoice No. 53877

Date December 27, 1957

Your Req. No.

Billing Request No. [illegible] 3-3

Credit Distribution: [illegible]-1 03-297

Final billing [embargo contractor requests], [illegible] Creek [illegible]-mile, [illegible], covered by agreement dated 4/1/[illegible].

Original advance amount	[illegible], [illegible].21	
Less amount previously transferred	[illegible].21	
Balance in advance refunds fund		[illegible].00
Amount to pay [illegible] per [illegible] agreement	[illegible],[illegible]3.13	
Less amount previously transferred	[illegible].14	
Balance		[illegible].13
To be returned		[illegible].87

NOTED
J. G. SWENSON

ACKNOWLEDGMENT OF BILLING REQUEST

[illegible]

By [illegible]

State Printing 4396

NOTED
V. R. JONES

December 27, 1957

NOTED
Harold C. Ayers

Linn County Court
Courthouse
Albany, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Crabtree Junction-Brewster Section of FAS 212 and the Oak Creek School-Lebanon Section of FAS 216. As shown in the attached statement, a refund of $4,632.55 is due the County in connection with these projects. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

cc: Mr. Walter Larsen, Co. Engr.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

OREGON STATE HIGHWAY DEPARTMENT

Completed 9/5/57
ITEMIZED STATEMENT OF FINAL COSTS

County Linn Contract No. 4936 Date 12/26/57

FAS 212 and 216 Section Crabtree Junction-Brewster and Oak Creek School-Lebanon

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation - - - - -				$142,348.95
Install permanent traffic signs - - - - - - - - - - - - -				53.32
Construction Engineering - - - - - - - - - - - - - - -				12,081.05
TOTAL CONSTRUCTION COSTS				$154,983.32
FEDERAL FUNDS COLLECTED FOR PROJECT				94,837.16

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total cost and federal funds)

($154,983.32 - $94,837) x 1/2 = $30,073.16

County advance deposit	$34,709.71
Agreed county share	30,073.16
REFUND DUE COUNTY =	$ 4,636.55

JVK:mm

Oct. 21,

OREGON,

To MORSE BROS. Dr.

Linn Postoffice address Lebanon, Oregon

Lebanon-Crabtree & Orleans-Lebanon Roads Work done to Sept. 5, 1957 Contract No. 1936

Crabtree Jct. -Brownsboro & Oak Creek School-Lebanon Prefix No. 522-1063-201(41) Estimate No. 5 Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Preparation of base	mile	75.00	4.5	337.50	337.50	-
2. 3/4"-0 mat'l. in binder course	c.y.	3.25	515	1,673.75	1,673.75	-
3. RC-3 Asphalt	ton	40.00	79.53	3,181.20	3,181.20	-
4. Class "B" asph. conc. in patching	ton	5.20	362.36	1,884.27	1,884.27	-
5. Class "B" asph. concrete	ton	5.10	24,579.90	125,357.90	125,357.90	-
6. RS-1 asphalt	tank	43.00	5	215.00	215.00	-
7. Extra for asph.conc. appresiles	each	20.00	93	1,860.00	1,860.00	-
8. 3/4"-0 mat'l. in shoulders	c.y.	2.35	2,869	6,742.15	6,742.15	-
9. Sprinkling	M/gal.	2.00	91.5	183.00	183.00	-
Force Account				1,414.18	1,414.18	-

3/4"-0 mat'l. in binder course	c.y.	3.85	515	1,673.75	1,673.75	-
RC-3 Asphalt	ton	40.00	79.53	3,181.20	3,181.20	-
Class "B" asph. conc. in patching	ton	5.20	362.36	1,884.27	1,884.27	-
Class "B" asph. concrete	ton	5.10	24,579.98	125,357.90	125,357.90	-
RS-1 asphalt	gal.	43.00	5	215.00	215.00	-
Extra for asph.conc. approaches	each	20.00	93	1,860.00	1,860.00	-
3/4"-0 mat'l. in shoulders	c.y.	2.35	2,869	6,742.15	6,742.15	-
Sprinkling	M/gal.	2.00	91.5	183.00	183.00	-
Force Account				1,414.18	1,414.18	-

RECEIVED
JAN 7 - 1958
FOR FILING

W.C. Williams
NOTED
State Highway Engineer

FINAL COST ANALYSIS

December 13, 1957
Prefix: 522-1063

Crabtree Jct.-Brewster and
Oak Creek School-Lebanon
Contract No. 4936

Paving
Morse Brothers, Contractor
S. F. Walters, Resident Engineer

Project: S-164(2)
S-119(5)

S-119(5)
4134

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	4.5	Mile	$75.00	$69.89	$ 314.50	$ 337.50
3/4"-0 Mat'l in Binder Course	515	Cu. Yd.	3.25	2.37	1,221.11	1,673.75
RC-3 Asphalt	79.53	Ton	40.00	35.65	2,835.16	3,181.20
Class "B" Asph. Conc. in Patching	362.36	Ton	5.20	4.65	1,685.30	1,884.27
Class "B" Asphaltic Concrete	24,579.98	Ton	5.10	4.59	112,932.06	125,357.90
RS-1 Asphalt	5	Ton	43.00	38.95	194.77	215.00
Extra for Asph. Conc. Approaches	93	Each	20.00	16.47	1,533.24	1,860.00
3/4"-0 Mat'l in Shoulders	2,869	Cu. Yd.	2.35	2.14	6,142.80	6,742.15
Sprinkling	91.5	M-gal.	2.00	1.90	174.45	183.00
Force Account					1,414.18	1,414.18
					$128,447.57	$142,848.95

Gross Revenue	$142,848.95
Total Cost	128,447.57
Profit	$ 14,401.38

Net Profit Equals 10% of Gross Revenue

DETAIL OF COSTS

Labor:

Supervision					$ 850.00	
Labor					9,485.00	
Labor Insurance					775.13	
						$ 11,110.13

Materials:

RC-3 Asphalt	79.53	Ton	At	$29.75	$ 2,366.02	
Class "B" Mix Incl. Asph.	24,942.34	Ton	"	3.50	87,298.19	
RS-1 Asphalt	5	Ton	"	28.80	144.00	
Freight	84.53	Ton	"	3.50	295.86	
3/4"-0 Gravel	3,384	Cu. Yd.	"	1.25	4,230.00	
						$ 94,334.07

Equipment Rentals and Misc. Supplies:

Equipment Rental (Owned)	$ 8,297.07	
Equipment Rental (Hired, Fully Operated)	7,206.00	
Gas, Oil, and Grease	1,534.40	
Bond	1,071.37	
P. U. C.	200.00	
P. L. and P. D. Insurance	129.19	
Small Tools and Misc. Supplies	736.50	
Freight and Cartage	543.37	
Home Office and General Overhead	3,285.47	
		$ 23,003.37

$128,447.57

REMARKS:

This was a Federal-Aid Secondary Project calling for paving of 10.67 miles of highway roadbed on the Crabtree Jct.-Brewster Jct. and Oak Creek School-Lebanon Sections of the Lebanon-Crabtree and Orleans-Lebanon Roads in Linn County.

The contract was bid April 19, 1957, awarded April 23, 1957, work started May 16, 1957, and the project was completed September 5, 1957.

The contractor moved in one cat No. 12 blade, one asphalt spray cart on May 16, 1957 to blade the material from the pavement edge and with the asphalt spray cart applied the RC-3 for a tack coat. The Class "B" asphaltic concrete was placed in the patching of the low places. A blade, roller, and 5 trucks were used in this operation, which required approximately two days.

The Class "B" asphaltic concrete was furnished from the contractor's commerical plant located at Lebanon, and the laying of the base course was started May 17, 1957 and completed June 12, 1957 on the Crabtree-Brewster Section. Good progress was made on this section. Linn County placed the shoulder rock on this portion of the project.

The same procedure was followed on the Oak Creek School-Lebanon Section with the exception of the shoulder rock, which was furnished and placed by the contractor. The placing of the Class "B" asphaltic concrete was started July 12, 1957 and was completed August 21, 1957. The contractor averaged between 500 and 600 tons per day, which was good production for their 2,000-lb. batch paving plant. The material was hauled to the road with 6 hired and 3 owned trucks and the equipment used on the street included 1 Barber Greene paver, 2 rollers, and 1 pilot car to handle traffic. It required approximately 3 weeks to lay the Class "B" asphaltic concrete in the 93 road approaches and place the shoulder rock on this section.

The contractor had good bid prices, good equipment, and personal supervision, realizing a good profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
October 31, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4936	5 Final	Morse Bros.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24970	M195588	$4,285.47	10-31-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeneske
ACCOUNTING DIVISION

Specified completion Date: 90 workdays from 5-15-57

Time Extensions: None

Completion Date: Sept. 5, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Nov. 1, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: NOV - 5 1957

G.C.

NOTED ON CARD

RECEIVED
OCT 25 1957
FOR FILING

Oct. 24, 1957

CERTIFIED MAIL

American Surety Co. of New York
David A. Lewis, Ass't. Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4936 for paving on the Crabtree Junction-Brewster and Oak Creek School-Lebanon Section of the Lebanon-Crabtree and Orleans-Lebanon Roads in Linn County was completed by the contractor, Morse Bros., on Sept. 5, 1957, and accepted by the Highway Commission on Sept. 12, 1957.

Final payment in the amount of $4,285.47 will be released to the contractor on or after November 4, 1957. The total contract amount is $142,848.95, of which amount $1,414.18 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[redacted]

NOTED ON CARD

RECEIVED
SEP 30 1957
FOR FILING
5 Fed (2)
1-1193
412

Sept. 30, 1957

CERTIFIED MAIL

American Surety Co. of New York
David A. Lewis, Ass't. Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Morse Bros. in connection with Contract No. 4936, for paving on the Crabtree Jct.-Brewster and Oak Creek School-Lebanon Section of the Lebanon-Crabtree and Orleans-Lebanon Roads in Linn County. This payment, in the amount of $29,907.95, will be released to the contractor on or after October 10, 1957. The retained percentage is $4,285.47.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
am

NOTED
Harold C. Ayers

NOTED
V. R. JONES

September 11, 1957

Linn County Court
Courthouse
Albany, Oregon

NOTED
John F. Hazemann

Gentlemen:

This is to advise you that work on Contract No. 4936, Crabtree Junction-Brewster Section of FAS 212, and Oak Creek School-Lebanon Section of FAS 216, was completed on September 5.

Under the terms of the maintenance agreement signed by the Court on April 10, 1957, and by the Highway Commission on April 19, 1957, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

RECEIVED
SEP 11 1957
FOR FILING
S-16-1(2)4
S-119(5)
4 I & C

September 10, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 5, 1957, on Contract No. 4936, Crabtree Jct.-Brownsville and Oak Creek School-Lebanon Sections, in Linn County, in connection with Federal Aid Project Nos. S-164(2), and S-119(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

CC: Clarence G. Swanson
DBP:cr

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 7, 1957, 19

Section Crabtree Brewster & Oak Cr. School-Lebanon
Highway Lebanon-Crabtree & Orleans-Lebanon County Linn
Contractor Morse Bros.
Date of contract April 23, 1957, 19
Date work started May 16, 1957, 19
Project authorization . . . . . $ 173,587.24
Exclusive of engineering . . . . $ 161,243.24
Estimated cost of completed project, exclusive of engineering . . . . . $ 161,243.24
Estimated per cent overrun or underrun . . . . . -3 %
Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering authorization . . . . . $ 12,342.24
Engineering cost to date $ 10,000, 81 %

Kind of work Paving
Section prefix 522-1063
Contract number 4936
Specified work days 90
Work days used 72
Per cent of time elapsed 80 %
Date project was completed Sept. 5, 1957, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed Driveways and shoulders on the Oak Cr. School-Lebanon Unit Thursday Sept. 5, completing project. Semi-Final Estimate is about ready for submission except that it is necessary to wait for sartain documents from the contractor. If these are available, final report next week.

This is the final weekly report on this project.

CONSTRUCTION DIVISION
RECEIVED
SEP - 9 1957

NOTED CE ACE ACE COE

Noted
M. N. Juve

Signed S O Walker

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		6.87		4.29	10.67
Miles partially completed					
Miles completed		6.87		4.29	10.67
Total estimated quantities (contract)		3,800		520	26,320
Total quantities corrected to date		3,000		515	25,000
Estimated quantities moved or placed to date		2869		515	24,466
Average daily quantities		410		515	450 * (465)
Average daily quantities necessary to complete project on time		complete		complete	complete
Number shifts per day		1			1
Hours per shift		12			12
Average force on project for week		13			13
Men	10				
Supervision	1				
Men and trucks under 3 tons					
Men and trucks over 3 tons	2				
Men and tractors					

* Av. down a/c driveways

Equipment used during week: Shovels ....., Power graders 1, Rollers 1, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week		
Monday		8	Holiday
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

136

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Linn
Project No. S-164(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 9th day of July, 19 57 by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 11th day of March, 1957, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 3.801 miles of high type paving, (Character of work)

between FA Rte. 37 in Lebanon and FAS 220 near Crabtree, (Control points)

consisting of 3.801 miles of roadway and no (Number) bridges ~~, culverts, and bridges~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of thirty three thousand, seven hundred and 00/100 dollars ($ 33,700.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is fifty four thousand, five hundred fifty five and 60/100 dollars ($ 54,555.60).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds

Chairman, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By

Division Engineer, Bureau of Public Roads

—33205

July 5, 1957

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Crabtree Jct.-Brewster Section, Project No. S-164(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EMC:bb

May 13, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Crabtree Junction-Brewster Section, Project No. S-164(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WWC:cr

Contract #4936

FORM P[illegible] (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Project Report [illegible]3
State Oregon
County Linn
Project No. S-119(5)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 9th day of July, 19 57, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 3rd day of April, 19 57, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 6.846 miles of 2-lane high type paving and rock shoulders,
(Character of work)

between FAS 202 near Orleans and FA Rte. 37 in Lebanon,
(Control points)

consisting of 6.846 miles of roadway and no (Number) bridges [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of seventy one thousand, three hundred and 00/100 dollars ($ 71,300.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred fifteen thousand, one hundred seventy four and 12/100 dollars ($ 115,174.12).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Raymonds
Chairman, State Highway Commission
(Title)

By W W McArthur
Member, State Highway Commission
(Title)

By W B Thurman
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By O Tolk
Division Engineer, Bureau of Public Roads

—33205

July 5, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Oak Creek School-Lebanon Section, Project No. S-119(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WMC:bb

May 13, 1957

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Oak Creek School-Lebanon Section, Project No. S-119(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MMCiar

[redacted] State Highway Department

Federal Aid Secondary
Project No. S-119(5)

OAK CREEK SCHOOL-LEBANON SECTION OF THE ORLEANS-LEBANON ROAD

IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon May 9, 1957

Type Code 6201
Roadway (Sta. 0+00 to Sta. 362+59)(Contract No. 4936)

4.29 miles	Preparation of Base	$ 75.00	$	321.75
520 cu.yds.	3/4" - 0 Material in Binder Course	3.25		1,690.00
88 tons	MC-3 Asphalt	40.00		3,520.00
220 tons	Class "B" Asphaltic Concrete in Patching	5.20		1,144.00
16,700 tons	Class "D" Asphaltic Concrete	5.10		85,170.00
36 tons	MS-1 Asphalt	43.00		1,548.00
70 only	Extra for Asphaltic Concrete Approaches	20.00		1,400.00
3,800 cu.yds.	3/4" - 0 Material in Shoulders	2.35		8,930.00
140 M-gal.	Sprinkling	2.00		280.00
			$	104,003.75
All Required	Flagging (57½ cr Contractors Cost)			700.00
		Subtotal	$	104,703.75
		10% Engr. & Cont.		10,470.37
		Total	$	115,174.12

Length of Roadway. . . . . 6.846 miles
Length of 1 Structure. . . . . 0.021 mile
Total Length. . . . . 6.867 miles
Cost of Roadway per mile $16,823.56

Federal Funds.	$ 71,300.00
State Funds.	21,937.00
County Funds	$ 21,937.12
	$115,174.12

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

Funds for Maint.: Chap. 529, laws, 1939

NOTE: Necessary funds have been deposited by Linn County with the Highway Department.

RECEIVED
MAY 28 1957
FOR FILING

(1)(d)(3)
4936

May 27, 1957

Morse Bros.
P. O. Box 266
Lebanon, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4936, which was awarded to you on April 23, 1957 by the State Highway Commission, for paving on the Crabtree Jct.-Brewster and Oak Creek School-Lebanon Section of the Lebanon-Crabtree and Orleans-Lebanon Roads in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

Encl.

RECEIVED
MAY 21 1957
FOR FILING

[illegible]
[illegible]
4936

May 20, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 16, 1957, on Contract No. 4936, Crabtree Jct.-Brewster and Oak Creek School-Lebanon Section, in Linn County, in connection with Federal Aid Project Nos. S-164(2), S-119(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEP:ia

RECEIVED
APR 29 1957
FOR FILING

April 26, 1957

County Court of Linn County
Court House
Albany, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Linn County one fully executed copy each of two maintenance agreements and one fully executed copy of a finance agreement between the State Highway Commission and Linn County covering the Crabtree Junction-Brewster School and Oak Creek School-Lebanon Junction Sections, S-164(2), FAS 212 and S-119(5), FAS 216.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
MAY 1 - 1957
FOR FILING

S-164(2)
S-111(5)
4136

Salem, Oregon
April 26, 1957

FAS Project Agreements
Linn County

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

Attention: Mr. John D. Graham
Office Engr., City & County Relations Dept.

Attached hereto are four certified copies each of two maintenance agreements and one conformed copy of a finance agreement with Linn County covering the Oak Creek School--Lebanon section of FAS 216 and the Crabtree Junction-Brewster section of FAS 212.

Fully executed copies of the above agreements have been retained in this office for the Commission's files and fully executed copies have been sent to the County Court of Linn County.

Secretary

rn
Attach:

REFERRED TO
BY SECRETARY

FORM E30—60M—11-56—30824

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1957

SUBJECT: FAS Project Agreements
Linn County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of a finance agreement covering the Oak Creek School-Lebanon section of FAS 216 and the Crabtree Junction-Brewster section of FAS 212 respectively.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies each of two maintenance agreements covering the above sections. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on December 17, 1956.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date April 17, 1957

RECEIVED
APR 19 1957
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY THE [illegible]
DATE Bids to be received 4-19-57
[illegible]
Secretary

Oregon Project S-004(2)
FAS 212

RESOLUTION

WHEREAS, a county road in Linn County, State of Oregon, known as the Lebanon Crabtree County Road, is routed through the County of Linn, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Linn County, the section adopted for improvement being more particularly described as follows; to wit:

From FAS 220 southerly to FAS 213, a distance of 3.8 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Linn will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Linn County, Oregon, that no encroachments will be permitted on the county road known as the Lebanon Crabtree County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Linn County, Oregon, this 10 day of April, 1957.

By:

County Judge E. B. Arnold

County Commissioner H E Downing

County Commissioner Floyd D Ichles

ATTEST:

County Clerk

cc-12(1956)

Oregon Project S-11,(5)
FAS 24

RESOLUTION

WHEREAS, a county road in Linn County, State of Oregon, known as the Brownsville-Lebanon County Road, is routed through the County of Linn, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Linn County, the section adopted for improvement being more particularly described as follows; to wit:

From the Albany-Brownsville County Road near the Old Oak Creek School easterly to the westerly city limits of Lebanon, a distance of 1.8+/ miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Linn will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Linn County, Oregon, that no encroachments will be permitted on the county road known as the Orleans-Lebanon County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Linn County, Oregon, this 10th day of April, 1957.

By:

County Judge C. B. Arnold

County Commissioner W. H. Downing

County Commissioner Floyd D. Jacobs

ATTEST:

County Clerk

cc-12(1956)

Form A-180—1034—7-56

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 50288

Date April 24, 1957

Your Req. No.

Billing Request No. oc 316

Credit distribution: 522-1063-297

Linn County
Albany, Oregon

Attn: County Court

NOTED
V. R JONES

NOTED
John F. Hagemann

Advance Deposit	34,705.71 -
	29,705.71

Partial transfer county's share total cost.

Crabtree Junction-Brewster and Oak Creek School - Lebanon Sections, PAS 212 and 216, covered by agreement dated April, 1957.

To be retained $5,000.00

RECEIVED
APR 25 1957

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By ----------

NOTED
C. G. SWENSON

State Printing 98055

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
C. G. SWENSON

NOTED
V.R. JONES

April 23, 1957

NOTED
Harold C. Ayers

Linn County Court
Courthouse
Albany, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to acknowledge receipt of the required advance deposit in connection with the Crabtree Junction-Brewster and Oak Creek School-Lebanon project on FAS 212 and 216. Contract No. 4936 has been awarded to Morse Bros. and a copy is being forwarded under separate cover.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
C. G. SWENSON

NOTED
V. R JONES

NOTED
Harold C. Ayers

Salem, Oregon
April 23, 1957

FAS 212 & 216, Linn County
Crabtree Junction-Brewster and
Oak Creek School-Lebanon Sections

Mr. S. H. Probert
O F F I C E

NOTED
John F. Hagemann

We have received this date Linn County's deposit as required for the subject named project. This project is now clear for award of a contract.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: Forrest Cooper
G. S. Paxson

NOTED
C. G. SWENSON

April 19, 1957

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

On April 19th a satisfactory bid was received from Morse Bros. of Lebanon for construction of the Crabtree Junction-Brewster and Oak Creek School-Lebanon Sections of FAS 212 and 216. As per the agreement between state and county, the following advance deposit is required of the county:

Bid Items		$153,299.75
Flagging		1,000.00
12 1/2% Engineering and Contingencies		19,287.47
Estimated Total Cost.....		$173,587.22
County Advance Deposit of 20%.....		$ 34,717.44
Less Refunds on Previous Projects Retained by State		
Oiling FAS 214, 575, 576, and 595	$2,919.65	
Orleans-Tangent Junction, FAS 216	2,978.85	
Muddy Creek Bridge, FAS 595	601.14	
Oak Creek Bridges, FAS 216 and 569	531.07	7,030.71
Required Cash Deposit.....		$ 27,686.73
	Or Say	$ 27,675.00

Please make this deposit by means of a check or warrant in the amount of $27,675 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

Received
4/23/57
522-1063
Cont. No. 4936

JFH:mm

RECEIVED
MAY 6 - 1957
FOR FILING

April 23, 1957

Morse Bros.
P. O. Box 266
Lebanon, Oregon

Gentlemen:

The State Highway Commission on April 19, 1957, accepted your proposal for the Crabtree Junction-Brewster and Oak Creek School-Lebanon Paving Project in Linn County for the sum of $153,299.75 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4936.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: R. G. Savage, SIAC
Tom Edwards
S. H. Probert

Pacific Builder and Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

ATTENTION: Dorothy McCormack

Modern Highways
c/o Scranton Publishing Company, Inc.
185 N. Wabash Avenue
Chicago 1, Illinois

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 23, 1957
2:15 p.m.

Mores Bros.
Lebanon, Oregon

Contract for Crabtree Junction-Brewster and Oak Creek School-Lebanon Paving Project, Linn County, for which you submitted low bid on April 19, 1957 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC: Confirmation
Accounting (5003-900)
C. W. Head
Files

RECEIVED
FOR PUBLIC

S 16.4(2)
S 119(5)
1936

W. E. DOWNING
COMMISSIONER

E. G. ARNOLD
COUNTY JUDGE, LINN COUNTY
ALBANY, OREGON

FLOYD D. JENKS
COMMISSIONER

April 22, 1957

Oregon State Highway Department
Salem, Oregon

Attention: John F. Hageman
Assistant Engineer
County and City Relations

Dear John:

This is to acknowledge your letter of April 19, 1957, same being in regard to the county's share of the Crabtree-Junction--Brewster and Oak Creek School, Lebanon Section of FAS 212 and 216, and enclosed you will please find our county warrent No. 7053 in the sum of $27,675.00 that you asked us to submit to you.

Trusting you will find everything in order in this project, we remain,

Very truly yours,

Linn County Court

Linn County warrant no. 7053
for $27,675.00 to Acctg Div 4-23-57
J Query

E. G. Arnold
County Judge

W. E. Downing
County Commissioner

Floyd D. Jenks
County Commissioner

EGA:mh
Enc.

NOTED
Harold C. Ayers

April 8, 1957

NOTED
John F. Hagemann

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies each of two maintenance agreements, six copies each of two encroachment resolutions, and a set of plans and specifications in connection with the Crabtree Junction-Brewster and Oak Creek School-Lebanon Sections of FAS 212 and 216 upon which bids will be received April 19th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is $204,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreements and encroachment resolutions are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of each resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than April 12th.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D GRAHAM

NOTED
C. G. SWENSON

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Encl.

Memo to J. W. Nash

Oak Creek School-Lebanon Section
FAS 216, Linn County

March 12, 1957

This project extends from the junction of FAS 216 with a county road near the old Oak Creek School which is also the easterly terminus of Oregon Project S-119(4), easterly to the westerly city limits of Lebanon.

Construct asphaltic concrete pavement 3-1/2" in depth and 20' wide with 4' shoulders on the existing oil mat wearing surface which is being widened and weak sections reinforced with additional base material by Linn County without Federal cooperation.

Normal right-of-way width: 60'
Project Length: 6.87 miles.

Funds:		
	Federal	$ 96,000
	State	32,000
	County	32,000
	Total	$160,000

The existing road within the project limits is an 18' wide oil mat wearing surface with 6' shoulders in poor to good condition. The county is presently widening the roadway and reinforcing the poor sections with additional base material. The existing road adjacent to the east end of the project is a 40' wide curbed street section with asphaltic concrete pavement. The existing road adjacent to the west end of the project is a 20' wide asphaltic concrete wearing surface with 3' shoulders which was constructed under Oregon Project S-119(4).

No substandard existing alignment and grade.

Existing bridge over Oak Creek: Reinforced concrete on treated timber piling 63' long, 26' roadway. Constructed in 1956 as Oregon Project S-119(3).

S.P.RR. grade crossing approximately 2.6 miles from west end of project. Proposed to place reflectorized cross-bucks with advance warning signs.

No airfields.

No water development.

No revision or addition to FAS System.

The reconstruction work being done by Linn County meets approved highway department standards.

Supporting data for this route submitted under Oregon Project S-119(4), Tangent Junction-Oak Creek School Section.

JFH:mm

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

NOTED
V. P. JONES

Salem, Oregon
March 11, 1957

Oak Creek School-Lebanon Section
FAS 216, Linn County

Mr. Tom Edwards
O F F I C E

J. F. Hagemann

The field data for the subject named project has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

This project should be combined with the Crabtree Junction-Brewster section of FAS 212 and let under one contract.

Funds in addition to those initially programed are available if required.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: V. G. O'neil
Frank Hall

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

RECEIVED
MAR 1957
FOR FILING

1.164 (3)
1.119 (5)
4136 08-33

March 11, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Our February 7, 1957 letter regarding projects involving participation in Federal-aid secondary funds, listed in the forty-fourth program, deferred approval of Item 434, Project S-160(2), Crabtree Junction-Brewster Section paving. Program approval of the project was held in abeyance pending further study of the adequacy of proposed railroad grade crossing protection.

Your February 27, 1957 letter indicates that corrective measures have been undertaken on this crossing by providing illumination with apparently satisfactory results. The project, therefore, is approved effective March 11, 1957 with the understanding that illumination of the crossing will be continued in the proposed protection. Our records have been changed accordingly.

Item 434, as approved, covers improvement on 3.85 miles of roadway at a total estimated cost of $70,000, with FA secondary funds requested in the amount of $42,000. The unprogrammed balance of these funds, according to our records after providing for the approved item, is $2,296,042.93.

It is expected that the project will be administered in full compliance with your 1954 Secondary Road Plan.

Very truly yours,

C. O. POLK
District Engineer

Original to
Mr. Probert

NOTED
FORREST COOPER

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
J. F. HAGEMANN

Salem, Oregon
February 26, 1957

Crabtree Junction-Brewster Section
FAS 212, Linn County
Item 434, Oregon FAS Program

Mr. S. H. Probert
O F F I C E

A check has been made with Linn County and the P.U.C. relative to deferment by the B.P.R. of the subject named project pending further information or protective devices for the S.P.R.R. grade crossing within the project limits, and the following information is offered:

The grade crossing in question is known as the Griggs Station Crossing and has a P.U.C. identification number of cc-694.93.

From 1941 to May 1, 1954, there were ten accidents at this crossing resulting in one death and six injuries. On May 1, 1954, provisions for illuminating the crossing during the hours of darkness were made by the installation of two mercury vapor lights actuated by a light meter. Since this installation there has been one accident resulting in property damage only with no personal injuries.

These lights were installed by agreement between Linn County and the S.P.R.R. which provided for equal payment of installation costs and county payment for electricity required to operate the lights.

There are four trains per day at this crossing with three or four switching movements which originate at the Western Veneer Plywood plant located east of the crossing. The county advises that accidents at this crossing resulted from motor vehicles running into railroad log trucks during the switching movements due to difficulty at night to detect the presence of these log trucks when empty. The county feels that installation of the mercury vapor lights has satisfactorily reduced this hazard and both the county and railroad company would be very reluctant to expend funds for any additional protective device other than replacing the existing cross-bucks with reflectorized cross-bucks and advance warning signs.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

MEMO TO J. W. NASH 1/28/57

FAS 212, Linn County
Crabtree Junction-Brewster Section

From the junction of FAS 212 with FAS 220 approximately 1.5 miles east of Crabtree, southerly to the junction of FAS 212 with FAS 213 at Brewster.

Place 3-1/2" of asphaltic concrete 20' in width on the existing 20' wide oil mat wearing surface. Upon completion of the project Linn County without federal cooperation will place crushed rock or gravel shoulders 4' in width meeting approved standards. No grading will be required.

Project Length: 3.8 miles.

Funds:		
	Federal	$ 42,000
	State	14,000
	County	14,000
	Total	$ 70,000

The existing road within the project limits is an oil mat wearing surface 20' in width with 5' shoulders on a 12" gravel base. This mat is in fair condition; however, due to extremely heavy log and lumber haul the mat is considered too light to hold up without excessive maintenance costs. The existing road on the section adjacent to the south end of the proposed project has a 20' wide ~~wide~~ asphaltic concrete wearing surface with 4' to 5' shoulders and is in good condition having been paved by the county in 1954. The northerly end of the proposed project is also the northerly terminus of the FAS route.

There are no substandard existing alignment and grade within the project limits.

Within the project limits there is one major structure. This is a reinforced concrete bridge 84' long with a horizontal clearance of 26' which was constructed in 1954 under Oregon Project S-164(1).

Grade crossing over two tracks of Southern Pacific branch line located 1.7 miles south of north end of project.

No route revision or addition are involved.

This route serves as a heavy log and lumber haul route to lumber and plywood mills located at Brewster and Lebanon. It also directly serves the adjacent agricultural area made up of small to large diversified farms. It is a school bus and mail route.

NOTED
C. G. SWANSON

JOHN D. [illegible]

JFH:mm

NOTED
Harold C. Ayers

December 18, 1956

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

On December 17 the Highway Commission approved the FAS project in Linn County as shown in the attached tabulation. The project as described is believed to conform with your request. This work will be under the supervision of our division office at Salem.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:te
Att.

NOTED
J. F. HAGEMANN

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

File fas 212

LINN COUNTY
PROPOSED PROJECTS

FAS 212 - Crabtree Junction-Brewster, Approximately 3.8 Miles, $75,000. This section extends from FAS 220 (Albany-Lyons State Highway) approximately 1.5 miles east of Crabtree, southerly to a junction with FAS 213 (Lacomb County Road) at Brewster.

The proposed project is to place 3-1/2" of asphaltic concrete 20' in width over the existing 20' wide oil mat wearing surface. The FAS project will be for the pavement only. Linn County will place shoulder rock 4' in width.

FAS 216 - Oak Creek School-Lebanon Section, Approximately 7 Miles, $140,000. This section extends from the east end of the Tangent Junction-Oak Creek School paving project completed in 1956, easterly to the city limits of Lebanon.

The proposed project is to place 3-1/2" of asphaltic concrete 20' in width and place 4' rock or gravel shoulders. The existing road has a 20' oil mat wearing surface with variable width shoulders. Linn County will widen and establish uniform ditch lines and reinforce weak sections by placing additional base material prior to the FAS contract.

The above two projects can be contracted under one contract. Mr. Walter Larson, County Engineer, should be consulted about further project details.

The $215,000 shown for these projects represents a rough preliminary estimate and may be adjusted when a firm estimate of cost is available.

11/30/56
(56-g)

FORM E-30 25M 9-51 53219

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 29, 1954
Salem, Oregon

SUBJECT:

To: Mr. J. D. ~~Hallett~~
Division Engineer
Division II
~~Salem~~, Oregon

NOTED
Harold C. [illegible]

RECEIVED
MAY 3 - 1954
ENGINEER
COUNTY & CITY RELATIONS

Dear Sir:

Reference is made to the Brewster-Albany-Scio Junction Section, of the F.A.S. 212.

Enclosed you will find 4 base design charts prepared from laboratory tests, numbers 332522, 332523, 332524, 332525

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

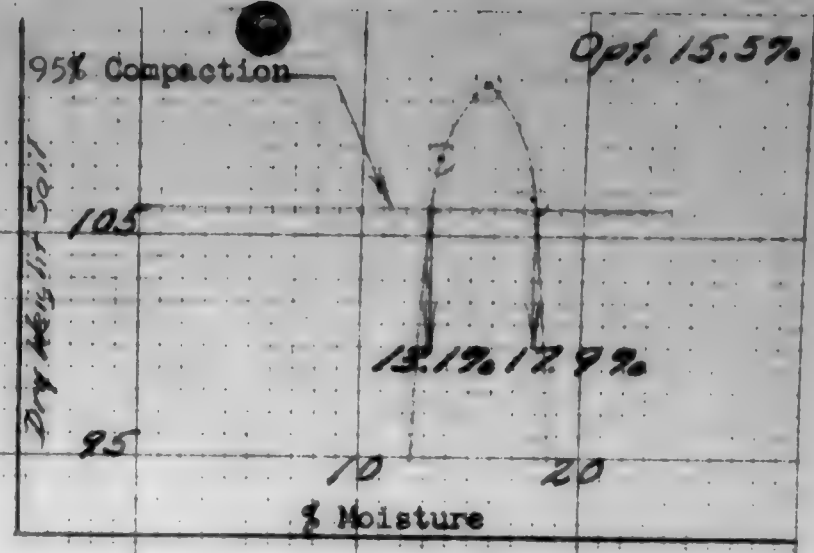
The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

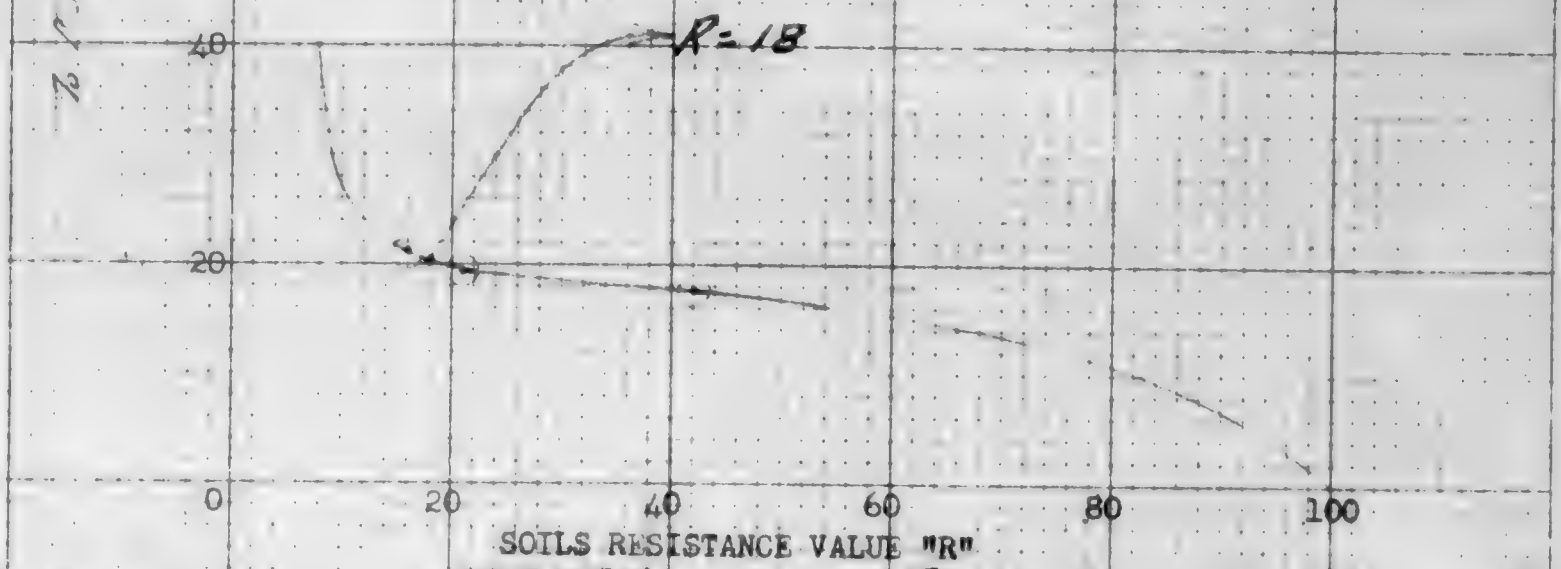
Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H.G. Smith
R.L. Lens
V.R. Jones





Lab No.	332525
LL	28
PI	8
Pass 200 Screen	75.1 %
HYDROMETER ANALYSIS:	
Particles larger than 2.0 mm	6.6 %
Coarse Sand	11.6 %
Fine Sand	7.6 %
Silt	36.0%
Clay	38.2%
Colloids	
sg	2.70
Natural Moisture	

Note -

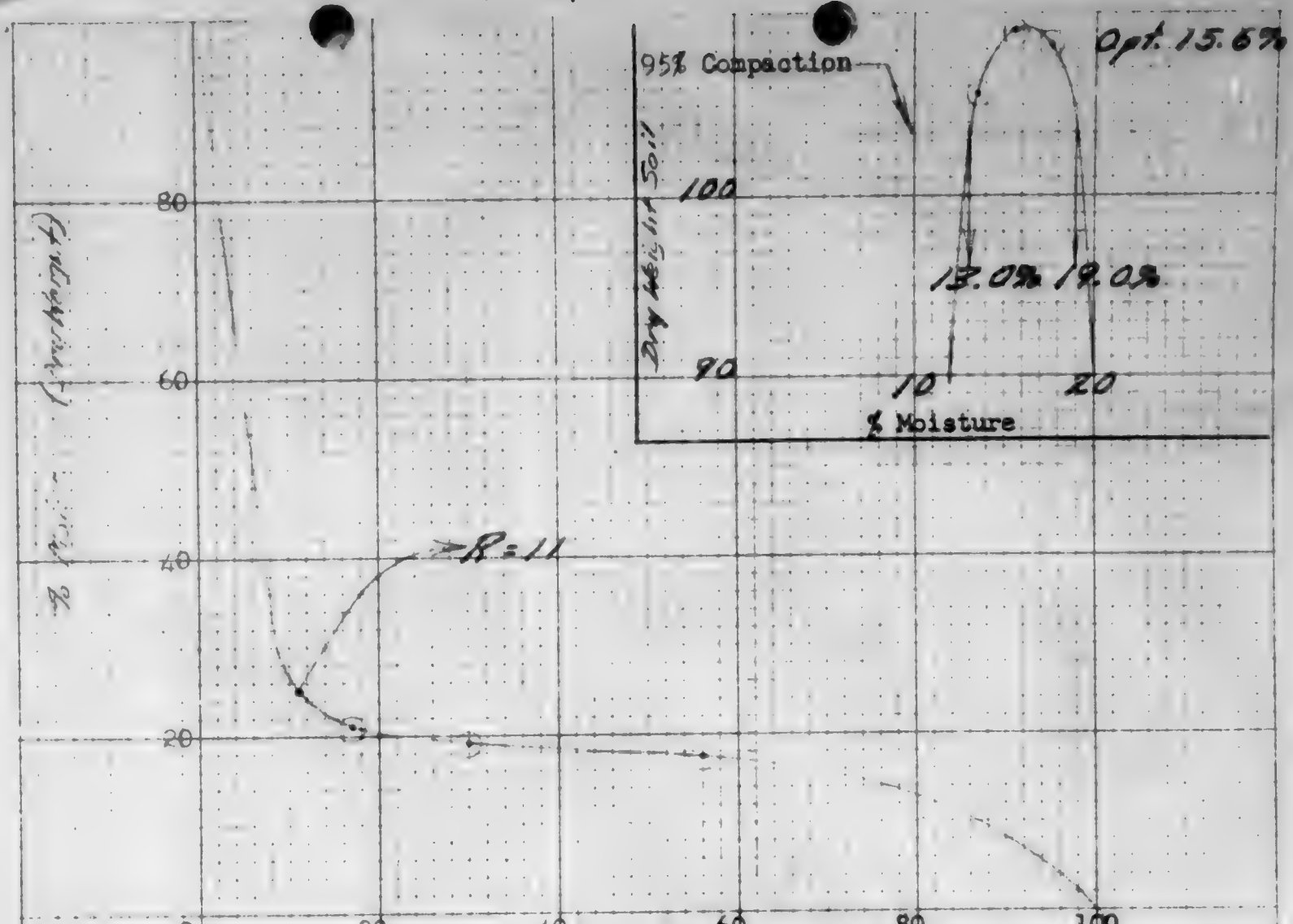
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the ~~moisture and grain size~~ conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills

Base - Heavy Traffic	18½"
25% to increase	4½"
Wearing surface	3½"
Total	26½"

SUBBASE DESIGN CHART

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
Section Brewster-Albany - Scio Jct.
On F.A.S. 212 Highway
Station 1.50 M/s
Depth 24"-67" Elev. -
Hole # Sample #
To be used -
Prefix No.
County - Linn

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
CLEARPRINT PAPER CO. NO. T3160 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS



Lab. No.	332524
LL	25
PI	5
Pass 200 Screen	88.1%
HYDROMETER ANALYSIS:	
Particles larger than	
2.0 mm	1.7 %
Coarse Sand	5.7 %
Fine Sand	6.1 %
Silt	50.1%
Clay	36.4%
Colloids	
sg	2.66
Natural Moisture	

Note -

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills.

Base - Heavy Traffic	21"
25% Increase	5½"
Wearing surface	3½"
Total	30"

SUBBASE DESIGN CHART

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
Section Brownsville-Albany - Scio Jct.
On F.A.S. 212 Highway
Station 1.50 Mile
Depth - 18"-24" Elev. -
Hole # Sample #
To be used -
Prefix No.
County - Linn

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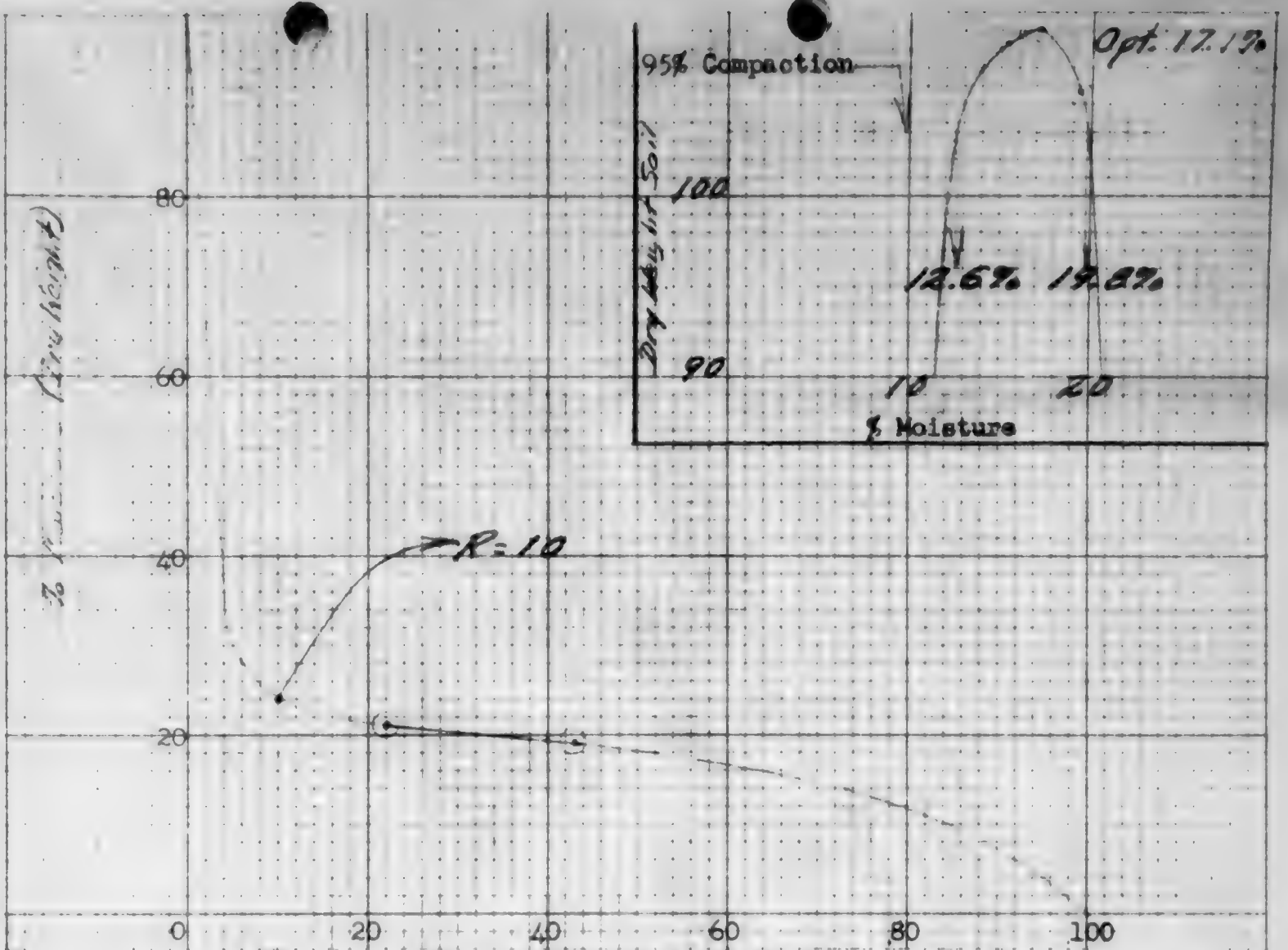
CLEARPRINT PAPER CO. NO 73100 10 DIVISIONS PER INCH BOTH WAYS. 70 X 100 DIVISIONS



Lab. No.	332523
LL	27
PI	9
Pass 200 Screen	84.1%
HYDROMETER ANALYSIS:	
Particles larger than 2.0 mm	5.7 %
Coarse Sand	7.2 %
Fine Sand	7.0 %
Silt	42.4%
Clay	37.7%
Colloids	
sg	2.67
Natural Moisture	

Note -

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills

Base - Heavy Traffic	21"
25% increase	5¼"
Wearing surface	3¼"
Total	30"

SUBBASE DESIGN CHART

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
Section Brewster - Albany - Scio Jct.
On F.A.S. 212 Highway
Station 0.70 Mile
Depth - 17" - 28" Elev. -
Hole # Sample #
To be used -
Prefix No.
County - Linn .

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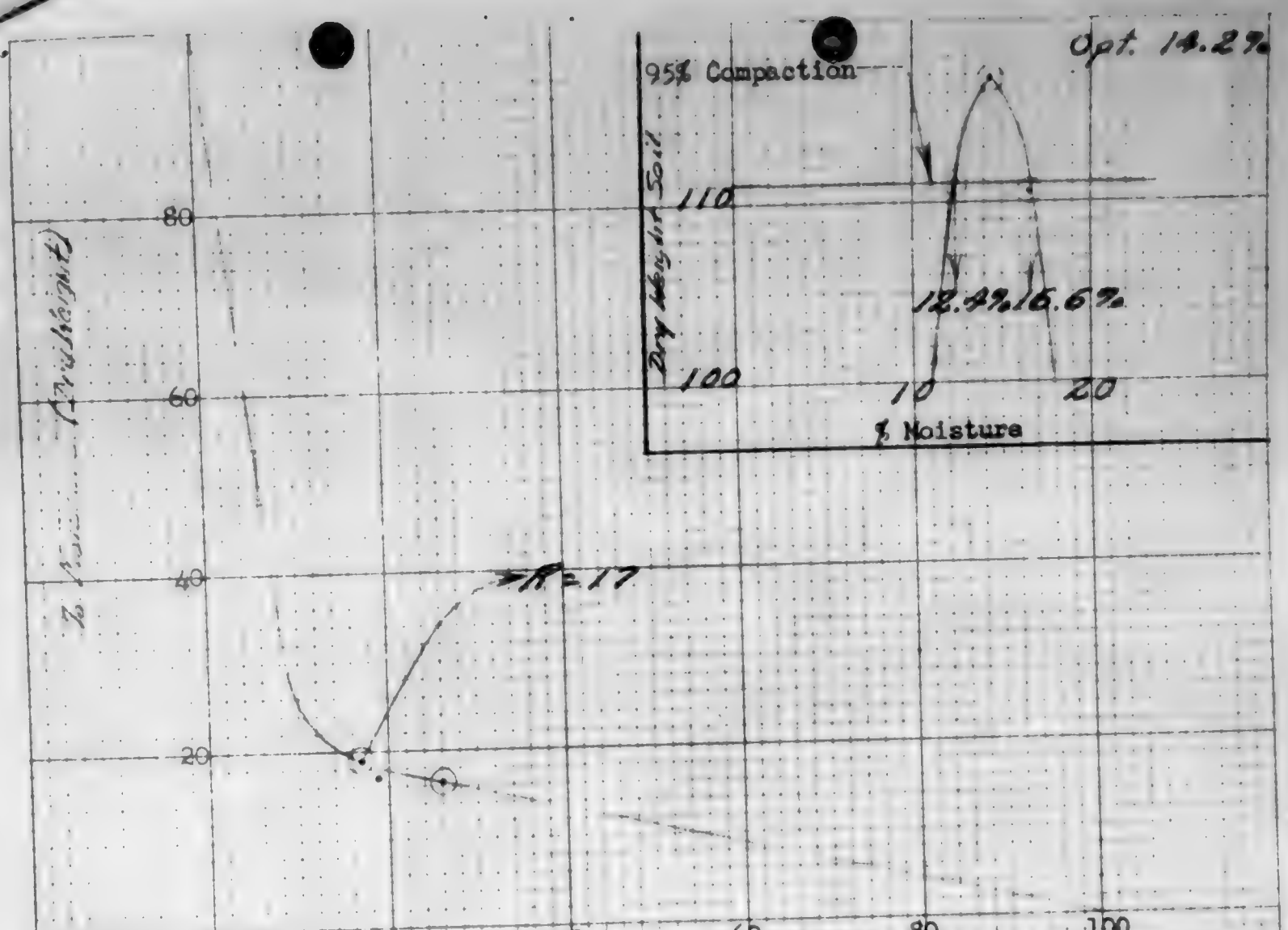
CLEARPRINT PAPER CO. NO. T3180 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS



Lab. No.	372523
LL	24
PI	3
Pass 200 Screen	61.4%
HYDROMETER ANALYSIS:	
Particles larger than 2.0 mm	14.7%
Coarse Sand	16.4%
Fine Sand	10.1%
Silt	34.1%
Clay	24.7%
Colloids	
sg	2.66
Natural Moisture	

Note -

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills.

Base - Heavy Traffic	18½"
25% increase	4½"
Wearing surface	3½"
Total	26½"

SUBBASE DESIGN CHART

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
Section Brewster-Albany-Scio Rd.
On FAS 212 Highway
Station 0.10 M/e
Depth 18"-24" Elev. -
Hole # Sample #
To be used -
Prefix No. 37-1413
County - Linn

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
CLEARPRINT PAPER CO. NO 73190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS

W.C.W. okd proceed on basis of design proposed by County 3/10/54

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

Salem, Oregon
March 9, 1954

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Mr. W. C. Williams
O F F I C E

Linn County tentatively proposed a FAS project for widening and resurfacing with asphaltic concrete a 3.8 miles section of County Road FAS 212 extending from the Albany-Lyons State Highway southerly to Brewster (see attached map). Before making a formal request for such a project the county asked that soil samples be taken and a recommended base design set so as to provide the county with some idea of the costs to construct to our standards.

This has been done and the Soils Division recommends a total base and pavement depth of 31-1/2" -- 28" of rock or gravel base and 3-1/2" of asphaltic concrete. Mr. Larsen, Linn County Engineer, upon being advised of this design, expressed himself as of the opinion that it was entirely too heavy and, based on the history of this section of road, financially unsound. It is his opinion that widening and resurfacing the existing 18' oil mat wearing surface with 3" to 4" of asphaltic concrete would result in an adequate improvement.

According to Mr. Larsen this road was originally oiled in 1937 after being stabilized over a period of years with river run gravel. During the period from 1937 to the present time this road has been subjected to heavy log haul with a maintenance cost of less than $500 per mile per year, said maintenance including two reseals during the seventeen-year period. This road was the only Linn County oiled road that didn't break up during the freeze of a few years back. The present wearing surface shows some unevenness due to unequal compaction in spots; however, it can still be negotiated comfortably at 50 to 55 MPH in a passenger car. The primary reason for the proposed improvement of this section was to widen the existing 18' oil mat, which width is inadequate for the type and volume of traffic handled, and at the same time smooth the wearing surface.

Investigation of the existing road at the time soil samples were obtained showed a 2" bituminous wearing surface on an average of 12" of base, with the base material beginning to taper off 10' to 11' from the center line. The present grade and alinement is satisfactory.

A conservative estimate of the difference in cost to reconstruct to our Soils Division design (14" of additional base over the existing road with 28" on widened portion) as against the design proposed by Mr. Larsen is $30,000 per mile. If the difference in annual maintenance costs per mile between the two designs could reasonably be

W.C.W. okd proceed on basis of design proposed by County 3/10/54

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

Salem, Oregon
March 9, 1954

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Mr. W. C. Williams
O F F I C E

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This has been done and the Soils Division recommends a total base and pavement depth of 31-1/2" -- 28" of rock or gravel base and 3-1/2" of asphaltic concrete. Mr. Larsen, Linn County Engineer, upon being advised of this design, expressed himself as of the opinion that it was entirely too heavy and, based on the history of this section of road, financially unsound. It is his opinion that widening and resurfacing the existing 18' oil mat wearing surface with 3" to 4" of asphaltic concrete would result in an adequate improvement.

According to Mr. Larsen this road was originally oiled in 1937 after being stabilized over a period of years with river run gravel. During the period from 1937 to the present time this road has been subjected to heavy log haul with a maintenance cost of less than $500 per mile per year, said maintenance including two reseals during the seventeen-year period. This road was the only Linn County oiled road that didn't break up during the freeze of a few years back. The present wearing surface shows some unevenness due to unequal compaction in spots; however, it can still be negotiated comfortably at 50 to 55 MPH in a passenger car. The primary reason for the proposed improvement of this section was to widen the existing 18' oil mat, which width is inadequate for the type and volume of traffic handled, and at the same time smooth the wearing surface.

Investigation of the existing road at the time soil samples were obtained showed a 2" bituminous wearing surface on an average of 12" of base, with the base material beginning to taper off 10' to 11' from the center line. The present grade and alinement is satisfactory.

A conservative estimate of the difference in cost to reconstruct to our Soils Division design (14" of additional base over the existing road with 28" on widened portion) as against the design proposed by Mr. Larsen is $30,000 per mile. If the difference in annual maintenance costs per mile between the two designs could reasonably be

assumed as somewhat less than the present annual cost for maintaining the existing oil mat - say $300 per mile, it would require a period of some 100 years before the total costs would balance out. As this is a considerably longer period of life expectancy than normally assigned to any road improvement, it would appear that the design as proposed by our Soils Division is not economically sound for this particular section of road.

This matter is being called to your attention at the request of Linn County to see if some consideration could be given to a reconstruction project along the lines suggested by the County Engineer. Mr. Larsen realizes that some minor spot failure might develop after a straight A.C. resurface job; however, it is his opinion that any such development could be taken care of as maintenance at comparatively minor expense.

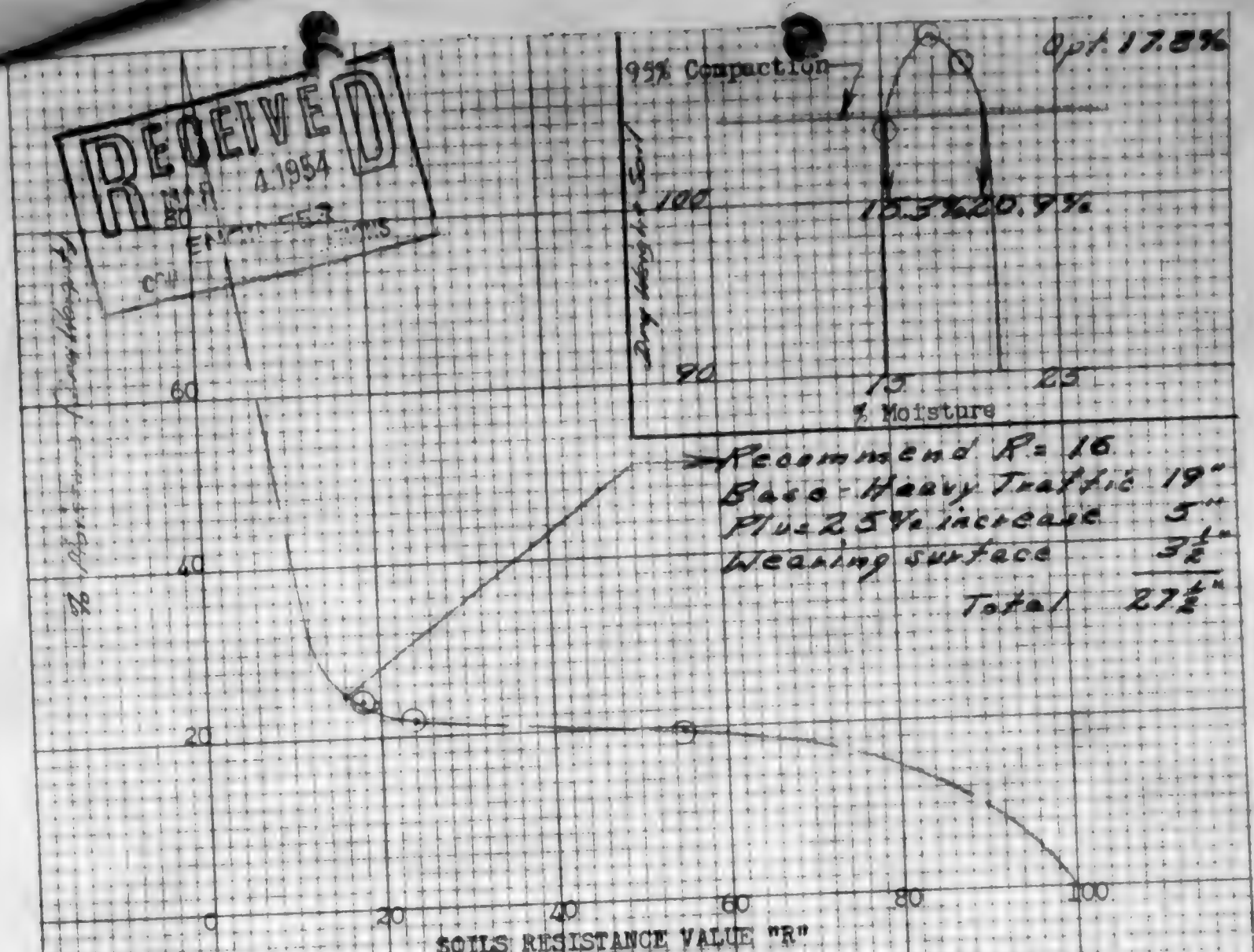
John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

RECEIVED
4.1954



Lab. No.	328055
LL	29
PI	11
Pass 200 Screen	84.9%
HYDROMETER ANALYSIS:	
Particles larger than 2.0 mm	3.0 %
Coarse Sand	6.1 %
Fine Sand	8.3 %
Silt	43.6%
Clay	38.6%
Colloids	
sg	2.64
Natural Moisture	

Note -

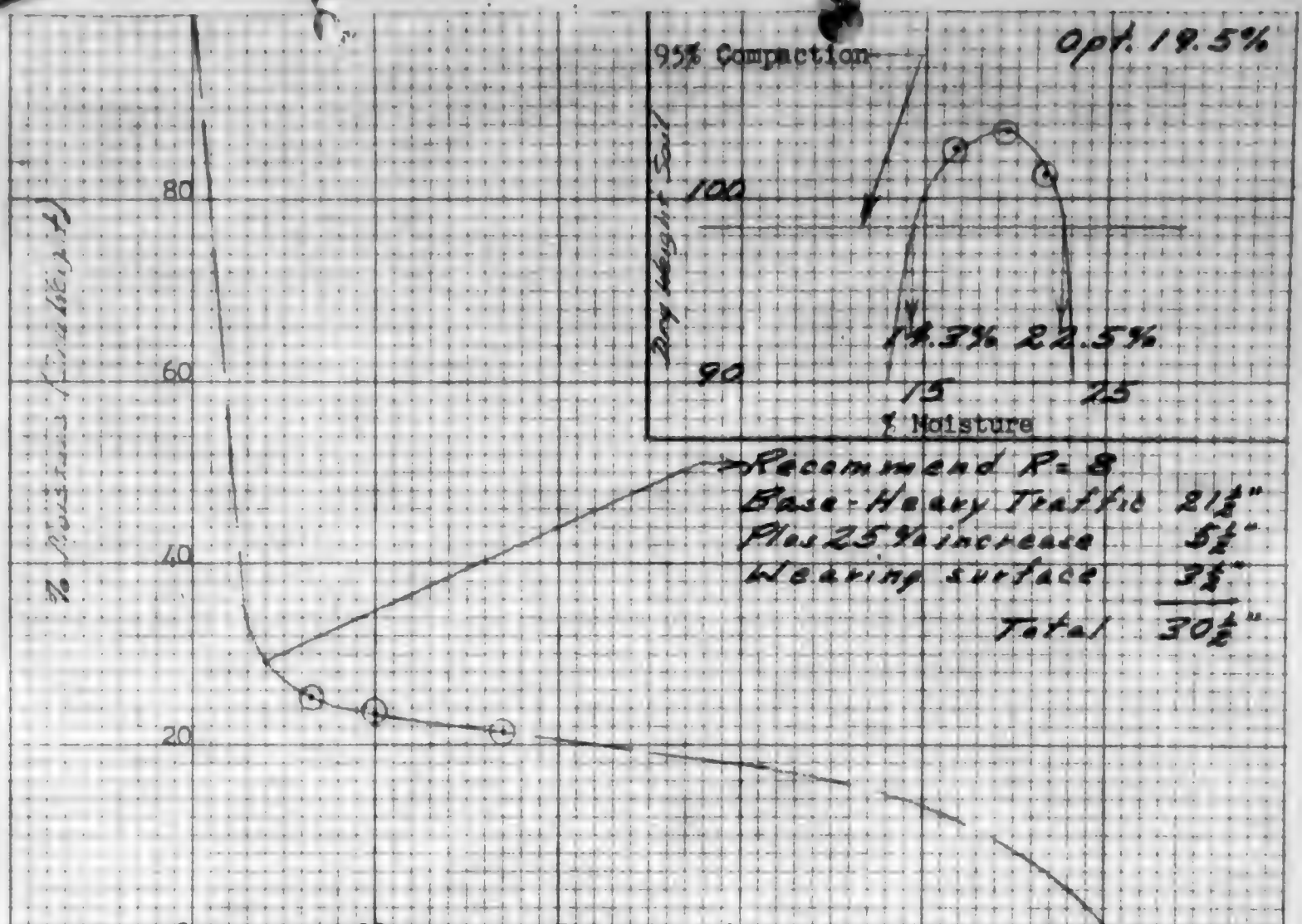
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of out represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills.

SUBBASE DESIGN CHART

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
Section
On (F.A.S. 212) Highway
Station M.P. 3.66
Depth - Elev. -
Hole # Sample # 1
To be used -
Prefix No.
County - Linn

NOTED
V. R. JONES

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H
CLEARPRINT PAPER CO. NO. T3180. 10 DIVISIONS PER INCH WITH WAYS TO X 10 DIVISIONS



Lab. No.	328.056
LL	30
PI	9
Pass 200 Screen	98.2%
HYDROMETER ANALYSIS:	
Particles larger than 2.0 mm	0.2 %
Coarse Sand	1.0 %
Fine Sand	5.5 %
Silt	50.4%
Clay	39.9%
Colloids	
sg	2.69
Natural Moisture	

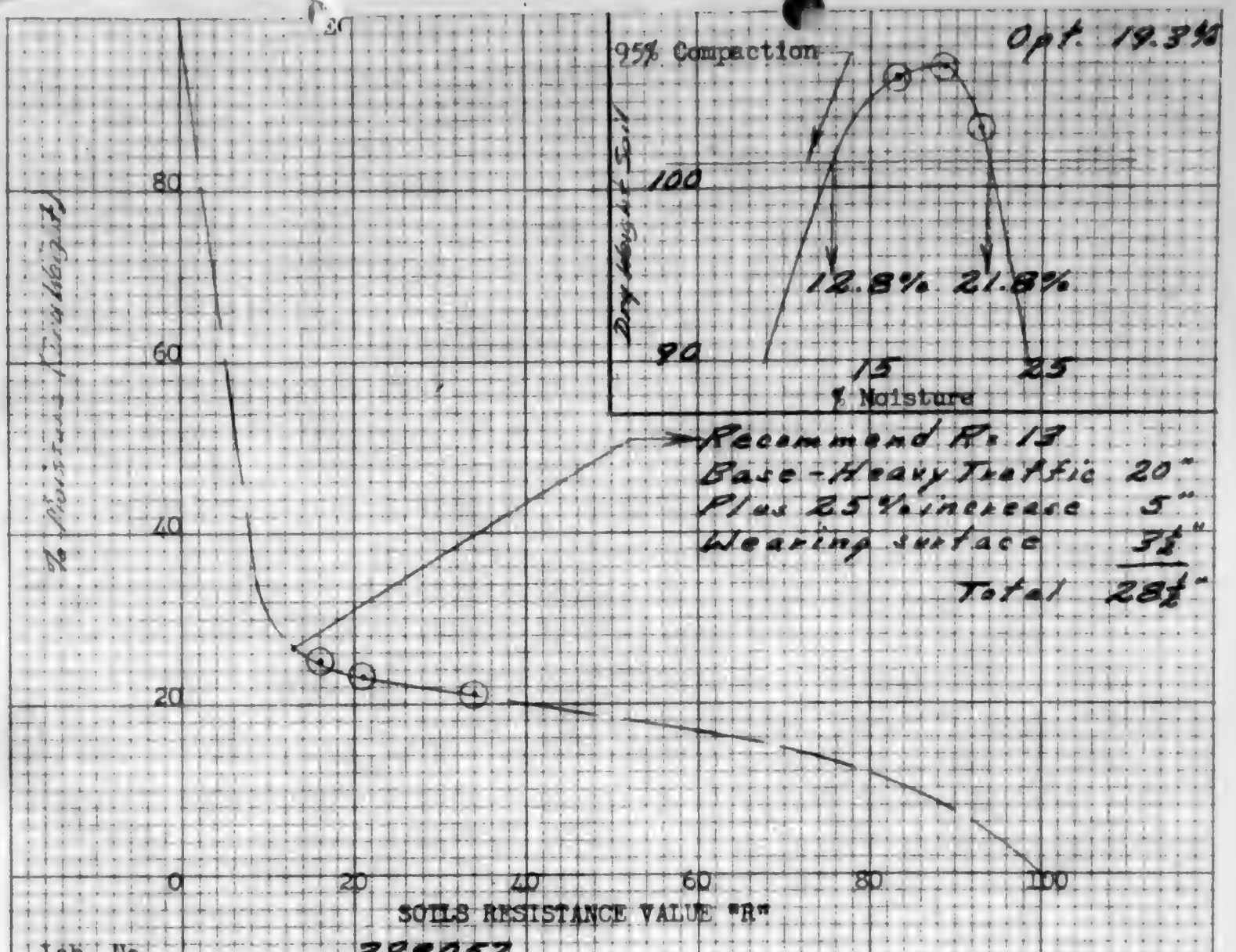
Note -

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills.

SUBBASE DESIGN CHART

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
Section
On F.A.S. 212 Highway
Station M.P. 3.00
Depth - Elev. -
Hole # Sample # 2
To be used -
Prefix No.
County - Linn

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
CLEARPRINT PAPER CO NO T3186 10 DIVISIONS PER INCH BOTH WAYS 70 x 100 DIVISIONS



Lab. No.	328057
LL	31
PI	10
Pass 200 Screen	89.6%
HYDROMETER ANALYSIS:	
Particles larger than 2.0 mm	1.0 %
Coarse Sand	5.6 %
Fine Sand	10.8 %
Silt	44.0%
Clay	38.6%
Colloids	
sg	2.69
Natural Moisture	

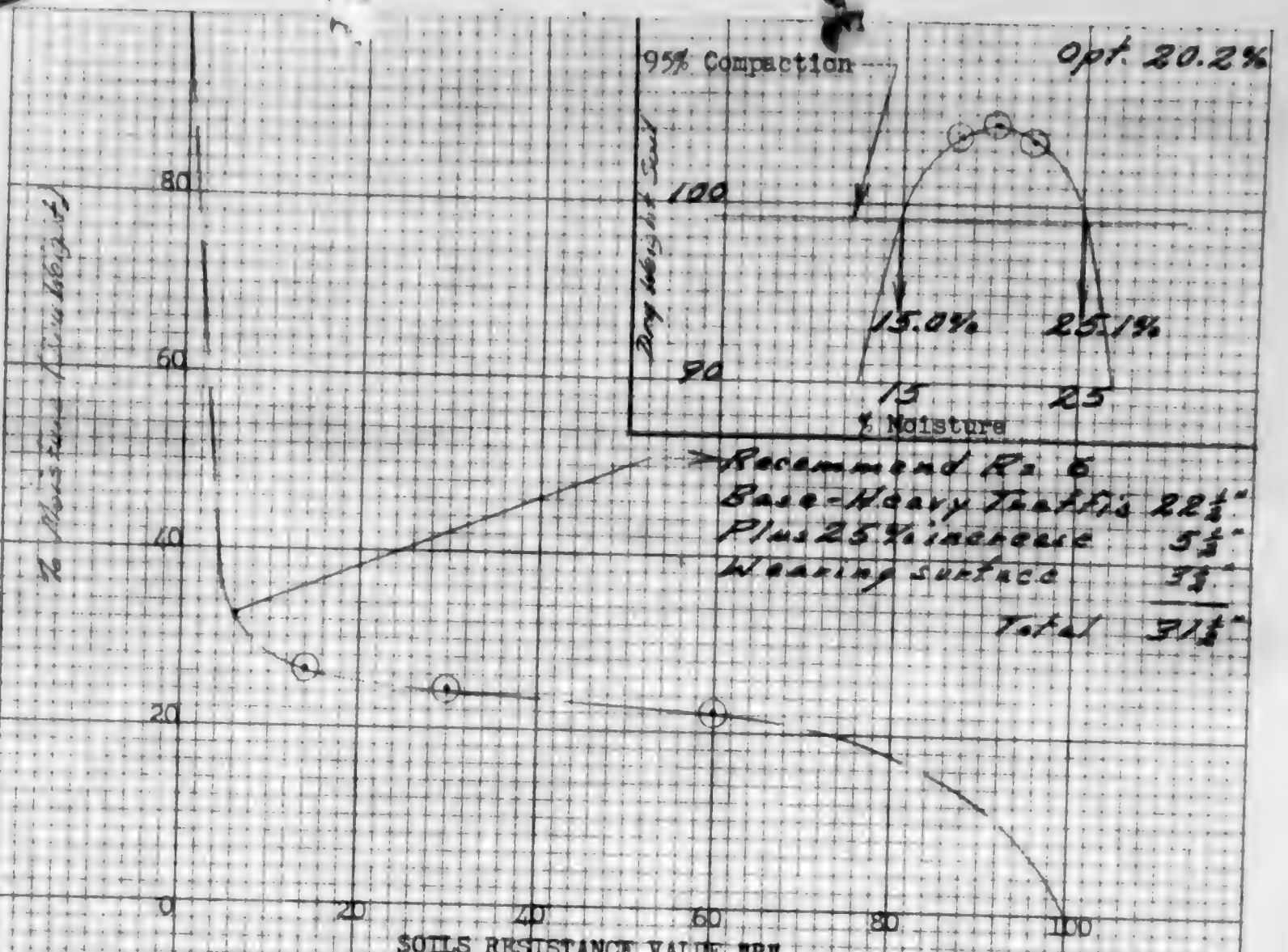
Note -

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills.

SUBBASE DESIGN CHART

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
Section
On F.A.S. 212 Highway
Station M.P. 3.23
Depth - Elev. -
Hole # Sample #3
To be used -
Prefix No.
County - Linn

CLEARPRINT PAPER CO. No 73150. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H



Lab. No.	228058
LL	30
PI	8
Pass 200 Screen	96.0%
HYDROMETER ANALYSIS:	
Particles larger than 2.0 mm	0.2 %
Coarse Sand	2.0 %
Fine Sand	2.3 %
Silt	55.4%
Clay	39.9%
Colloids	
sg	2.67
Natural Moisture	

Note -

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills.

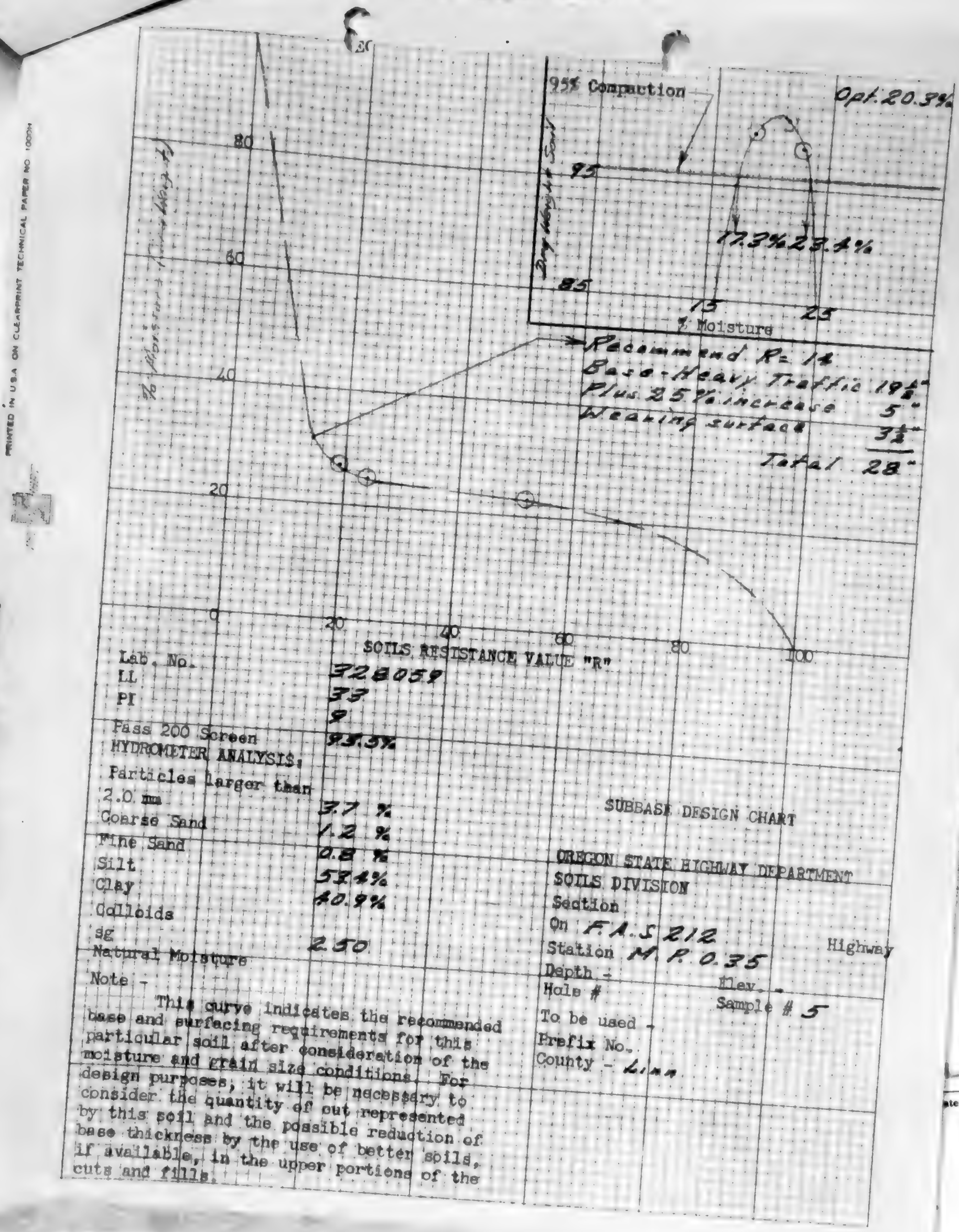
SUBBASE DESIGN CHART

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
Section
On F.A.S. 212 Highway
Station M.P. 1.16
Depth - Elev. -
Hole # Sample # 4
To be used -
Prefix No.
County - Linn

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
CLEARPRINT PAPER CO. NO. T3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H

20 TO 1 ON 10 DIVISIONS PER INCH BOTH WAYS 20 X 100 DIVISIONS



Lab. No.	228059
LL	33
PI	9
Pass 200 Screen	93.3%
HYDROMETER ANALYSIS:	
Particles larger than 2.0 mm	3.7 %
Coarse Sand	1.2 %
Fine Sand	0.8 %
Silt	53.4%
Clay	40.9%
Colloids	
sg	2.50
Natural Moisture	

Note -

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills.

SUBBASE DESIGN CHART

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
Section
On F.A.S 212 Highway
Station M.P. 0.35
Depth - Elev. -
Hole # Sample # 5
To be used -
Prefix No.
County - Linn

Form E-80—12M—6-53

Change 3½" to 6" G.H. 3/4/54

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project None
Highway F.A.S. 212
Contractor
Submitted by V. R. Jones

Contract No.

Prefix No. 37-1411
County
F. A. Project No.
Date reported March 1 1954

REPORT ON SAMPLE OF SOIL

Source of material M.P. 3.66
Sampled at
To be used Subgrade
Sampled by V. R. Jones
Laboratory No. 328055
Data Sheet No. A32274

Type of Material Soil
Sample No. 1

Date received Feb 8 1954
Quantity represented

TEST RESULTS

SOIL ANALYSIS:

LL	29	%
PI	11	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.64
Sand Equivalent %

SIEVE ANALYSIS:

Ret. on	% Single Sieve
4	.8
10	2.2
40	3.7
60	2.4
200	6.0
P200	84.9

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
104.0	15.1
109.2	17.8
107.8	19.7

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	0.0 %	3.0 %
Coarse sand, 2.0 to 0.25 mm.	6.2 %	6.1 %
Fine sand, 0.25 to 0.05 mm.	8.8 %	8.5 %
Silt, 0.05 to 0.005 mm.	45.0 %	43.6 %
Clay, smaller than 0.005 mm.	40.0 %	38.8 %
Colloids, smaller than 0.001 mm.	%	%

TRIAXIAL SHEAR TEST:

Sample	Remolded	Undisturbed	
% Compaction	100	100	100
% Moisture	19.7	21.9	24.1
Depth Ratio Z/R	1.10	2.30	2.75
Pavement Thickness, Z	9	18	22
Angle of Friction, ϕ °	15	6	4
Cohesion, C psi	8.5	3	2
R Value	55	24	18

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Walker
Resident Engineer
Dist. Maint. Supt.
Foreman
x Files
x R. Webber
x V. R. Jones

RECEIVED
MAR 2 1954
ENGINEER
COUNTY & CITY RELATIONS

Engineer of Materials

State Printing 67648

Increase 1½" to 2" 3/4/54

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project None
Highway F.A.S. 212
Contractor
Submitted by V. R. Jones

Contract No.

Prefix No. 37-1411
County
F. A. Project No.
Date reported March 1 1954

REPORT ON SAMPLE OF SOIL

Source of material M.P. 3.00
Sampled at
To be used Subgrade
Sampled by V. R. Jones
Laboratory No. 328056
Data Sheet No. A-32274

Type of Material Soil
Sample No. 2

Date received Feb 8 1954
Quantity represented

TEST RESULTS

SOIL ANALYSIS:

LL	30	%
PI	9	%
FME		%
SL		%
R		%
Ct		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.69
Sand Equivalent %

SIEVE ANALYSIS:

Ret. on Sieve	% Single
4	.1
10	.1
40	2.0
60	2.0
200	3.6
P200	92.2

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
102.7	16.8
103.7	19.5
101.2	21.5

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	.2	%
Coarse sand, 2.0 to 0.25 mm.	4.0	%	4.0	%
Fine sand, 0.25 to 0.05 mm.	5.5	%	5.5	%
Silt, 0.05 to 0.005 mm.	50.5	%	50.4	%
Clay, smaller than 0.005 mm.	40.0	%	39.9	%
Colloids, smaller than 0.001 mm.		%		%

TRIAXIAL SHEAR TEST:

Sample	Remolded		
% Compaction	100	100	100
% Moisture	21.5	23.4	25.3
Depth Ratio Z/R	1.75	2.55	3.35
Pavement Thickness, Z	14	21	27
Angle of Friction, ϕ °	9	5	3.5
Cohesion, C psi	4.5	2	0.5
R Value	34	20	13

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Walker
Resident Engineer
Dist. Maint. Supt.
Foreman
x Files
x R. Webber
x V. R. Jones

V. M. Jones

Engineer of Materials

State Printing 67649

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project None
Highway F.A.S. 212
Contractor
Submitted by V. R. Jones
Contract No.
Prefix No. 37-1411
County
F. A. Project No.
Date reported March 1 1954

REPORT ON SAMPLE OF SOIL

Source of material M.P. 2.23
Sampled at
To be used Subgrade
Sampled by V. R. Jones
Laboratory No. 328057
Data Sheet No. A32274
Type of Material Soil
Sample No. 3
Date received Feb 8 1954
Quantity represented

TEST RESULTS

SOIL ANALYSIS:

LL	31	%
PI	10	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.69
Sand Equivalent %

WET SIEVE ANALYSIS:

Ret. on Sieve	% Single
4	.1
10	.9
40	3.8
60	1.8
200	3.8
P200	89.6

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
106.2	16.7
106.9	19.3
103.3	21.3

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	0.0 %	1.0 %
Coarse sand, 2.0 to 0.25 mm.	5.6 %	5.6 %
Fine sand, 0.25 to 0.05 mm.	10.9 %	10.8 %
Silt, 0.05 to 0.005 mm.	44.5 %	44.0 %
Clay, smaller than 0.005 mm.	39.0 %	38.6 %
Colloids, smaller than 0.001 mm.	%	%

TRIAXIAL SHEAR TEST:

Sample	Remolded	[illegible]	
% Compaction	100	100	100
% Moisture	21.3	23.3	25.2
Depth Ratio Z/R	1.75	2.50	2.95
Pavement Thickness, Z	14	20	24
Angle of Friction, ϕ °	9	5	3
Cohesion, C psi	4	3.5	2.5
R Value	34	21	16

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Walker
Resident Engineer
Dist. Maint. Supt.
Foreman
x Files
x R. Webber
x V. R. Jones

[illegible]
Engineer of Materials

State Printing 67648

...-12M-6-52

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project None
Highway F.A.S. 212
Contractor
Submitted by V. R. Jones
Contract No.
Prefix No. 37-1411
County
F. A. Project No.
Date reported March 1 1954

REPORT ON SAMPLE OF SOIL

Source of material M.P. 1.16
Sampled at
To be used Subgrade
Sampled by V. R. Jones
Laboratory No. 328058
Data Sheet No. A32274
Type of Material Soil
Sample No. 4
Date received Feb 8 1954
Quantity represented

TEST RESULTS

SOIL ANALYSIS:

LL	30	%
PI	8	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.67
Sand Equivalent %

SIEVE ANALYSIS:

Ret. on Sieve	% Single
4	.0
10	.2
40	1.0
60	1.0
200	1.8
P200	96.0

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
103.9	18.1
104.4	20.2
103.5	22.2

TRIAXIAL SHEAR TEST:

Sample	Remolded	~~Undisturbed~~	
% Compaction	100	100	100
% Moisture	22.2	24.3	26.4
Depth Ratio Z/R	1.00	1.95	3.20
Pavement Thickness, Z	8	16	26
Angle of Friction, ϕ °	16.5	5.5	2.5
Cohesion, C psi	6.5	5	3
R Value	60	30	14
Remarks:			

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	0.0 %	.2 %
Coarse sand, 2.0 to 0.25 mm.	2.0 %	2.0 %
Fine sand, 0.25 to 0.05 mm.	2.5 %	2.5 %
Silt, 0.05 to 0.005 mm.	55.5 %	55.4 %
Clay, smaller than 0.005 mm.	40.0 %	39.9 %
Colloids, smaller than 0.001 mm.	%	%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Walker
Resident Engineer
Dist. Maint. Supt.
Foreman
x Files
x R. Webber
x V. R. Jones

Engineer of Materials

State Printing 67648

Form L-89—12M—6-53

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project None
Highway F.A.S. 212
Contractor
Submitted by V. R. Jones

Contract No.

Prefix No. 37-1411
County
F. A. Project No.
Date reported March 1 1954

REPORT ON SAMPLE OF SOIL

Source of material M.P. 8.35
Sampled at
To be used Subgrade
Sampled by V. R. Jones
Laboratory No. 328059
Data Sheet No. A32274

Date received Feb 8 1954
Quantity represented
Type of Material Soil
Sample No. 5

TEST RESULTS

SOIL ANALYSIS:

LL	33	%
PI	9	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.50
Sand Equivalent %

SIEVE ANALYSIS:

Ret. on	% Single Sieve
4	2.9
10	.8
40	.6
60	.6
200	1.6
P200	93.5

DENSITY DETERMINATION:

Dry Density, lbs/c. f.	% Moisture
99.5	18.4
100.9	21.2
98.4	22.8

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.	0.0	%	3.7	%
Coarse sand, 2.0 to 0.25 mm.	1.2	%	1.2	%
Fine sand, 0.25 to 0.05 mm.	.8	%	.8	%
Silt, 0.05 to 0.005 mm.	55.5	%	53.4	%
Clay, smaller than 0.005 mm.	42.5	%	40.9	%
Colloids, smaller than 0.001 mm.		%		%

TRIAXIAL SHEAR TEST:

Sample	Remolded	Undisturbed	
% Compaction	100	100	100
% Moisture	22.8	24.8	26.8
Depth Ratio Z/R	1.15	2.30	2.65
Pavement Thickness, Z	9	18	21
Angle of Friction, ϕ °	14.5	5.5	4
Cohesion, C psi	7.5	3.5	3.5
R Value	52	24	19

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Walker
Resident Engineer
Dist. Maint. Supt.
Foreman
x Files
x R. Webber
x V. R. Jones

Engineer of Materials

State Printing 67648

P 96—7500 Sets—1-55

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project ..... Highway 1-5 & 214 ..... Date 2/5 ....., 1954

County Linn ..... Res. Engineer ..... Prefix .....

Exploration equipment used Tile Spade .....

Exploration area: Cut, depth ..... ft. Embankment fonda.—Emb. ht. ..... ft. Turnpike sec

..... Station ..... Lt. ..... C. L. ..... Rt. .....

Borrow—Quarry—Location .....

Hole location .....

W Slide—Horizontal hole ..... Vertical hole .....

..... Station ..... Lt. ..... C. L. ..... Rt. .....

Hole No. .....

Center Cut - Frontier Section

Indicate in Feet Distance from ground surface to various soil and rock formations	Ground Surface Elevation	Sample Data H.D. Sheet No.	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
#1	M.P. 3.66	9' Lt 9' Rt 4" 13"	Fairly high ground soil saturated w.t. table 5' below top of surface. Sample 25' Left of ℄
#2	M.P. 3.00		Low ground soil saturated Sample 26' Right of ℄
#3	M.P. 2.23		High ground water Table 3' below top of surface Sample 26' Left of ℄
#4	M.P. 1.16		On Gentle Slope w.t. Table 2' below top of surface Sample 26' Right of ℄
#5	M.P. 0.55		Low Land w.t. Table 5' below surface Sample 26' Left of ℄
			Existing road bed on turnpike section No deep Cuts or high fills. Shallow side ditches
			MP 0.00 at N End EAS 212

NOTE: Prepare a sheet for each hole. Mail copies **at end of day**. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

This copy for Resident Engineer

L.R. Ford
Soils, Geologist or Driller

S-102(3) & S-338(1) #4937

Gregory Rd.-Central Point 1957
Jct. & Table Rock Rd.-
Crater Lake Jct.

Form A-150- 10M--6-57

Contract 4037
S-1116(2) & S-2286(2)

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED

Jackson County
Medford, Oregon

Attn: Mr. Paul Rynning, County Engineer

NOTED
John F. Hagemann

Invoice No. 56158

Date June 26, 1958

Your Req. No.

Billing Request No. 00 417

Credit Distribution 515-1056-297

Final billing: Gregory Road-Central Point Junction and Table Rock Road-Crater Lake Junction Sections, FAS 273 and 274, covered by agreement dated 4/9/57.

Original advance deposit		
Less amount previously transferred	30,312.07	
Balance in advance deposit	25,312.07	
County share total costs as per attached statement	27,325.75	5,000.00
Less amount previously transferred	25,312.07	
Balance		2,013.68
To be retained		$2,986.32

RECEIVED
JUN 27 1958

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

State Printing 4396

NOTED

NOTED
Harold C. Ayers

June 19, 1958

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED
John F. Hagemann

Dear Mr. Rynning:

Final costs are now available for the Gregory Road-Central Point Junction and Table Rock Road-Crater Lake Junction Sections of FAS 273 and 274. As shown in the attached cost statement a refund in the amount of $2,986.32 is due the county on this project. In accordance with your request this refund is being retained as part of the advance deposit required in connection with the Bybee Bridge-Gregory Road Section of FAS 273.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County and City Relations Engineer.

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Completed 10/11/57

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

County Jackson — Contract No. 4937 — Date June 9, 1958

FAS 273 and 274 — Section Gregory Road-Central Point Junction and Table Rock Road-Crater Lake Junction

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached statement.				$128,826.78
Construction engineering.				11,917.72
TOTAL CONSTRUCTION COSTS.				$140,744.50
FEDERAL FUNDS COLLECTED FOR PROJECT .				$ 96,093.00

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total costs and federal funds)

($140,744.50 - $96,093.00) X 1/2 = $27,325.75

County advance deposit.	$30,312.07
Less county share	27,325.75
REFUND DUE COUNTY	$ 2,986.32

JFK:mm

Dec. 5, ... 19..57

STATE OF OREGON,

To [illegible] & DOYD Co. & TRI-CITY EQUIPMENT Co., Dr.

County Jackson

Highway Table Rock Road & Crater Lake Highway
Jacksonville Road
Gregory Road-Central Point Jct. &

Section Table Rock Road - Crater Lake Jct.

Postoffice address MedCard, Oregon

Work done to Oct. 31, 1957 Contract No. [illegible]

Prefix No. S15-105C-202(11) Estimate No. 6 Final

Item	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and Grubbing	all	1000.00	100%	1,000.00	1,000.00	-
2. Excavation common, unclass.	c.y.	1.00	316.72	950.16	985.32	-35.16
3. Special borrow excav., unclass.	c.y.	.50	1,925.2	962.85	962.85	-
4. General excav., unclass.	c.y.	.75	6,712.2	5,184.15	5,184.15	-
5. Ditch excavation	sta.stn.	.02	13,680	273.60	273.60	-
6. Loam excavation	Sq.sta.	.50	220.2	110.15	110.15	
7. Trench hoe	hr.est.	.12	5,277.3	633.22	553.87	79.35
8. Finishing roadbed and slopes	mile	750.00	3.01	2,257.50	[illegible]	-
10. 15" concrete pipe	l.f.	2.00	1,388	2,776.00	[illegible]	-
11. 18" concrete pipe	l.f.	3.50	536	1,876.00	[illegible]	-
12. 24" concrete pipe	l.f.	5.00	465	2,325.00	[illegible]	-
13. 18" arch type corr. metal pipe	l.f.	25.00	72	1,800.00	[illegible]	-
14. Reinforc. culvert pipe	l.f.	2.25	218	490.50	[illegible]	-
15. Adjustment of manholes	each	40.00	5	200.00	[illegible]	-
16. Concrete structural material in base	c.y.	2.40	12,906	30,974.40	30,974.40	-
17. 3/4"-0 material in base	c.y.	2.75	4,996	13,489.00	13,489.00	-
18. Sprinkling	M/gal.	4.00	961.8	3,767.20	3,767.20	-
19. Preparation of base	mile	500.00	3.01	1,505.00	1,505.00	-
20. 3/4"-0 material in binder course	c.y.	3.00	230	690.00	690.00	-
21. SC-1 asphalt in binder course	ton	55.00	31.87	1,717.10	1,717.10	-
22. Class "B" asph. concrete	ton	6.35	7,987.33	50,713.81	50,713.81	-
23. SC-1 asphalt	ton	75.00	8	150.00	150.00	-
24. Speed mill hot-mix	each	9.00	42	378.00	378.00	-
Force Account				831.10	[illegible]	-

Item	Unit	Unit Price	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Mowing and grubbing	all	2000.00	100%	1,000.00	1,000.00	-
2. Unclassified excav. roadway	c.y.	3.00	316.72	950.16	950.16	-
3. Special borrow excav. roadway	c.y.	.50	1,925.2	962.05	962.05	-
4. Unclassified excav. roadway	c.y.	.75	6,918.2	5,188.65	5,188.65	-
5. Short overhaul	yd.sta.	.02	13,490	269.80	269.80	-
6. Long overhaul	Cy.d.sta.	.50	238.9	119.45	119.45	-
7. Trench hoe	hour	.12	5,877.3	633.28	705.27	71.99
8. Finishing roadbed and slopes	mile	750.00	3.01	2,257.50	2,257.50	-
10. 15" concrete pipe	l.f.	2.00	1,380	2,760.00	2,760.00	-
11. 18" concrete pipe	l.f.	3.50	524	1,834.00	1,834.00	-
12. 24" concrete pipe	l.f.	5.00	465	2,325.00	2,325.00	-
13. 60" arch type conc. metal pipe	l.f.	25.00	72	1,800.00	1,800.00	-
14. Roadway culvert pipe	l.f.	2.25	218	490.50	490.50	-
15. Adjustment of manholes	each	40.00	5	200.00	200.00	-
16. Uncrsn crushed material in base	c.y.	2.40	12,906	30,974.40	30,974.40	-
17. 3/4"-0 material in base	c.y.	2.75	4,896	13,464.00	13,464.00	-
18. Sprinkling	M/gal.	4.00	981.8	3,767.20	3,767.20	-
19. Preparation of base	mile	500.00	3.01	1,505.00	1,505.00	-
20. 3/4"-0 material in binder course	c.y.	3.00	230	690.00	690.00	-
21. BC-3 asphalt in binder course	ton	55.00	31.52	1,737.10	1,737.10	-
22. Class "B" asph. concrete	ton	6.25	7,987.33	49,933.31	49,933.31	-
23. SC-3 asphalt	ton	75.00	2	150.00	150.00	-
24. Sheet mtl. box parts	each	9.00	42	378.00	378.00	-
Force Account				824.40	824.40	-

Audited and approved by	Totals	[illegible]	[illegible]	4.35
Period covered ..... Fr 10/21/57	% Retained	-	3,249.48	3,249.48
Items Contr. 1937 - Est. 6 Final	Total Payments	[illegible]	[illegible]	3,257.83

Computed by B. Bannon ..... Checked by [illegible] ..... To be paid contractors, this estimate, $ 3,257.83

Engineer ..... Jack E. McCormick .....

Previous Voucher No. 26039

State Printing

RECEIVED
MAY 12 1958
FOR FILING

W. C. WILLIAMS

May 1, 1958

FINAL COST ANALYSIS

Gregory Road-Central Point Jct. and Table Rock Road-Crater Lake Jct.
Contract #4937

Grade and Pave
Hughes & Dodd Co. and TruMix Equipment Co.-Contractors
J. C. McCormick, Resident Engineer

Table Rock Rd. and Crater Lake Highway-Jacksonville Road
Prefix 515-1056-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$1,000.00	$498.74	$ 498.74	$ 1,000.00
Drainage Excav., Unclass.	316.72	Cu.Yd.	3.00	2.88	912.87	950.16
Special Borrow Excav.,Unclass.	1,925.9	Cu.Yd.	0.50	0.72	1,399.91	962.95
General Excav.,Unclass.	6,912.2	Cu.Yd.	0.75	0.67	4,665.88	5,184.15
Short Overhaul	13,620	Yd.Sta.	0.02	0.018	245.17	272.40
Long Overhaul	298.9	C.Yd.Sta.	0.50	0.45	134.65	149.45
Truck Haul	5,277.3	Yd.Mile	0.12	0.13	686.51	633.28
Finishing Roadbed & Slopes	3.01	Mile	750.00	495.42	1,491.22	2,257.50
12" Concrete Pipe	1,320	Lin.Ft.	2.00	1.90	2,515.32	2,640.00
18" Concrete Pipe	516	Lin.Ft.	3.50	3.54	1,825.92	1,806.00
24" Concrete Pipe	465	Lin.Ft.	5.00	4.80	2,233.59	2,325.00
58" Arch Type Corr. Metal Pipe	72	Lin.Ft.	25.00	24.15	1,738.70	1,800.00
Salvage Culvert Pipe	210	Lin.Ft.	2.25	1.91	401.72	472.50
Adjust Manholes	5	Each	40.00	39.21	196.09	200.00
Coarse Crushed Material in Base	12,906	Cu.Yd.	2.40	2.09	27,017.74	30.974.40
3/4"-0 Mat'l in Base	4,896	Cu.Yd.	2.75	2.39	11,706.63	13,464.00
Sprinkling	941.8	M/Gal	4.00	2.94	2,767.97	3,767.00
Preparation of Base	3.01	Mile	500.00	440.80	1,326.81	1,505.00
3/4"-0 Material in Binder Course	230	Cu.Yd.	3.00	2.77	638.93	690.00
RC-3 Asphalt in Binder Course	31.22	Tons	55.00	48.15	1,503.49	1,717.10
* Class "B" Asphaltic Concrete	7,987.33	Tons	6.85	6.50	51,988.86	54,713.21
* RS-1 Asphalt	2	Ton	75.00	75.00	150.00	150.00

Contract #4937

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA#1 Reset Mail Posts	42	Each	$ 9.00	$ 7.83	$ 329.08	$ 378.00
Force Account (Flagging)					807.89	814.48
					$117,183.80	$128,826.78

* Work done all or in part by Rogue River Paving Company.

Gross Revenue	$128,826.78
Total Cost	117,183.80
Net Profit	$ 11,642.98

Net profit equals 9% of Gross Revenue

DETAIL OF COSTS

Contract #4937

Hughes and Dodd and Tru-Mix Equipment Co.

LABOR:

Labor	$19,185.81	
Labor Insurance	1,389.05	
Health and Welfare	564.45	
		$ 21,139.31

MATERIALS:

12" Concrete Pipe	1320	Lin.Ft.	at	0.83	$ 1,095.60
18" Concrete Pipe	516	Lin.Ft.	at	1.96	1,011.36
24" Concrete Pipe	465	Lin.Ft.	at	2.50	1,162.50
58" Corr. Metal Pipe	72	Lin.Ft.	at	14.48	1,042.56
58" Bands	3	Each	at	28.96	86.88
Coarse Crush Material	12,906	Cu.Yd.	at	0.93	12,002.58
3/4-0 Aggregate	5,126	Cu.Yd.	at	1.07	5,484.82
RC-3 Asphalt	31.22	Ton	at	37.95	1,184.80
Class "B" Asphalt	7987.33	Ton	at	0.79	6,309.99
Lumber					46.92
Sacked Cement	12	Sacks	at	1.35	16.20
					$ 29,444.21

EQUIPMENT RENTALS & MISCELLANEOUS EXPENSES:

Equipment Rental (Own)	$ 7,658.47	
Hired Trucks	3,134.02	
Other Hired Equipment	3,289.65	
Gas, Oil and Grease	3,788.84	
Bond	734.77	
PL and PD Insurance	275.23	
Small Tools	57.30	
Freight	608.12	
Home office and General Overhead	2,103.90	
		$ 21,650.30
Paid Rogue River Paving Company		44,949.98
		$117,183.80

REMARKS

Contract #4937

This was a "Federal Aid Secondary Project" divided between two Federal Aid Secondary highways in Jackson County. One section was the Gregory Road-Central Point Section (FAS 273). The south end of this section was at the intersection of the Table Rock Road with the Crater Lake Highway, this intersection being approximately 2.0 miles northeasterly of Central Point. The north end of this section was approximately 70 feet north of Gregory Road. The over all length of the section was 1.52 miles.

The other section was the Table Rock Road-Crater Lake Junction (FAS 274). The west end of the section was at the intersection of Crater Lake-Jacksonville Road with the Table Rock Road. The east end was at the intersection of the Crater Lake Highway-Jacksonville Road with the Crater Lake Highway. The over all length of the section was 1.49 miles.

The work to be done under this contract consisted of the construction of 3.01 miles of highway road bed; 3.01 miles of stone base and stone shoulders; 3.01 miles of asphaltic concrete pavement and the performance of such additional and incidental work as is called for in the plans and specifications.

The project was bid on April 19, 1957 by Hughes and Dodd Company and Tru-Mix Equipment Company. It was awarded to them on April 25, 1957. The contractor began work on the project on June 14, 1957 and completed the work on October 11, 1957. The final estimate was dated December 5, 1957.

On June 14, 1957, the contractor began stripping the over burden, from the State controlled county gravel bar located on the Rogue River at the Military Bridge. In doing this work, he used two Model D Turnapulls. This work was finished on June 21, 1957.

On June 24, 1957, the contractor began clearing on the project. This work was very light and was accomplished by two men and a D8 cat with a bulldozer and a good profit was made on this item.

During the week ending July 12, 1957, the contractor began his grading operations. In this work he used two D8 Catepillar tractors with dozer blades, two Model C Turnapull scrapers, an Adams power grader and such other necessary equipment. As the excavation was along the existing road ways, he excavated short sections and then hauled in the coarse base material. The grading and placing of the base aggregate was completed during the week ending August 20, 1957.

The sub-contractor on paving began paving on September 4, 1957. He hauled the material from his continuous mix plant in 5 cubic yard trucks and placed it with a Barber Green paver, and a three-wheel roller. This work was completed on October 7, 1957.

All work on the project was completed on October 11, 1957.

The contractor having good equipment, fair bid prices and supervising the work himself made a fair profit.

M. N. Juve
Chief Cost Analyst

By F. W. Sugnet

Files

RECEIVED
JAN 21 1958
STATE HIGHWAY ENGR.

OREGON STATE HIGHWAY DEPARTMENT

(date) December 30, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4937	6 Final	Hughes & Dodd Co., and Tru-Mix Equip. Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
29784	H 200419	$3,907.63	12/27/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. P. Winchcomb
ACCOUNTING DIVISION

Specified completion Date: 110 workdays from May 15, 1957

Time Extensions: None

Completion Date: Oct. 11, 1957

Date Accepted: Jan. 16, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Jan. 20, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 20 1958

NOTED ON CARD

RECEIVED
DEC 18 1957
FOR FILING

December 17, 1957

CERTIFIED MAIL

American Casualty Co.
607 Washington Street
Reading, Pa.

Gentlemen:

State Highway Contract No. 4937 for work performed on the Gregory Road-Central Point Jct. & Table Rock Road-Crater Lake Jct. Section of the Table Rock Road and Crater Lake Highway-Jacksonville Road in Jackson County, was completed by the contractor, Hughes & Dodd Co. and Tru-Mix Equipment Co., Medford, on October 11, 1957 but has not yet been accepted by the Commission.

Final payment in the amount of $3,907.63 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $128,826.78, of which amount $814.48 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of an y claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc:
Fred Gatter, Insurance
P. O. Box 491
Medford, Oregon

fp

NOTED ON CARD
12-17-57
fp

RECEIVED
NOV 8 1957
FOR FILING

Nov. 7, 1957

CERTIFIED MAIL

American Casualty Co. of Reading, Pa.
607 Washington St.
Reading, Pa.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Hughes & Dodd Co. & Tru-Mix Equipment Co. in connect with contract No. 4937, for grading and paving on the Gregory Road-Central Point Junction and Table Rock Road-Crater Lake Junction Sections of the Table Rock Road and Crater Lake Highway-Jacksonville Road in Jackson County. This payment, in the amount of $8,020.88, will be released to the contractor on or after Nov. 18, 1957. The retained percentage is $3,863.48.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Fred Catter, Insurance
P. O. Box 491
Medford, Oregon

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 18 Oct 57, 19

Section Gregpry Rd - Central Point Jct. & Table Rock Rd. - Crater Lake Hwy.

Kind of work Grading & Paving

Highway Table Rock Rd. & Crater Lake Hwy.- Jacksonville Rd. County Jackson

Section prefix 515 - 1056

Contractor Hughes & Dodd & Tru-Mix Equipment Co.

Contract number 4937

Date of contract 25 April 1957, 19

Specified work days 110

Date work started 14 June 1957, 19

Work days used 100

Project authorization . . . . . $ 151,561.91
Exclusive of engineering . . . . $ 140,764.18

Per cent of time elapsed 91 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 128,782.63

Estimated per cent ~~excess~~ or underrun . . . . . 8.5 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 10,777.73

Engineering cost to date $ 10,400, 96 %

Date project was completed Oct. 11, 1957, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work in office all week on Semi-Final Estimate, which will be submitted to Division office by 10/22/57.

Mr. Fred Klaboe, Asst. Div. Engr. over project on Tuesday of this Week.

Final Report.

Signed Jack C. McCormick
Jack C. McCormick, R[E]s. Engr.

Address Box 1122, Medford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.01	3.01		3.01	3.01
Miles partially completed	3.01	3.01		3.01	3.01
Miles completed	3.01	3.01		3.01	3.01
Total estimated quantities (contract)	13,200	18,660		24 ton 100 cy	8,000
Total quantities corrected to date	8,838	18,000		33 tOn 230 cy	7,988
Estimated quantities moved or placed to date	"	"		"	"
Average daily quantities	0	0		0	0
Average daily quantities necessary to complete project on time	0	0		0	0
Number shifts per day	0	0		0	0
Hours per shift	0	0		0	0
Average force on project for week	0	0		0	0
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy	None	
Tuesday	Fair	"	
Wednesday	"	"	
Thursday	"	"	
Friday	"	"	
Saturday			

NOTED
V. R. JONES

NOTED
Harold C. Ayers

October 17, 1957

Jackson County Court
Courthouse
Medford, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to advise you that work on Contract No. 4937, Gregory Road-Central Point Junction and Table Rock Road-Crater Lake sections of FAS 273 and 274, was completed on October 11, 1957.

Under the terms of the maintenance agreement signed by the Court on April 3, 1957, and by the Highway Commission on April 17, the County assumed maintenance and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm

cc: Mr. Paul Rynning, Co. Engr.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
OCT 16 1957
FOR FILING

F 102 (3)
F 338 (1)
49-7

October 15, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 11, 1957, on Contract No. 4937, Gregory Rd.-Central Point Jct. and Table Rock Rd.-Crater Lake Jct. Sections, in Jackson County, in connection with Federal Aid Project Nos. S-102(3), S-338(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

cc: Clarence G. Swenson

Contract No. 4937

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Jackson
Project No. S-338(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 9th day of July, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 3rd day of April, 1957, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 1.494 miles of grading, draining and high type paving,
(Character of work)

between FAS 268 in Jacksonville and FAS 269 near Medford,
(Control points)

consisting of 1.494 miles of roadway and no (Number) bridges.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of forty thousand, and 00/100 dollars ($ 40,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is sixty four thousand, six hundred fifteen and 10/100 dollars ($ 64,615.10).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title)

By R R McCulley
Member, State Highway Commission
(Title)

By [illegible]
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By C H Holk
Division Engineer, Bureau of Public Roads

—33205

July 5, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Table Rock Road-Crater Lake Jct. Section, Project No. S-338(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:bb

May 7, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Table Rock Road-Crater Lake Jct. Section, Project No. S-338(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EXC:hb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-338(1)

TABLE ROCK ROAD-CRATER LAKE JUNCTION SECTION OF THE CRATER LAKE HIGHWAY-JACKSONVILLE ROAD IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Type Code 6201
Roadway (Sta. 0+11 to Sta. 79+00)

All Required	Clearing and Grubbing (50%)		$ 500.00
200 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	600.00
3,940 cu. yds.	Special Borrow Excavation, Unclassified	.50	1,970.00
2,310 cu. yds.	General Excavation, Unclassified	.75	1,732.50
12,150 yd. mi.	Truck Haul	.12	1,458.00
1.49 miles	Finishing Roadbed and Slopes	750.00	1,117.50
370 lin.ft.	12-inch Concrete Pipe	2.00	740.00
220 lin.ft.	18-inch Concrete Pipe	3.50	770.00
450 lin.ft.	24-inch Concrete Pipe	5.00	2,250.00
250 lin.ft.	Salvaging Culvert Pipe	2.25	562.50
1 only	Adjustment of Manholes	40.00	40.00
5,070 cu.yds.	Coarse Crushed Material in Base	2.40	12,168.00
1,820 cu.yds.	3/4" - 0 Material in Base	2.75	5,005.00
260 M-gals	Sprinkling	4.00	1,040.00
1.49 miles	Preparation of Base	500.00	745.00
26 cu.yds.	3/4" - 0 Material in Binder Course	3.00	78.00
4 tons	RC-3 Asphalt in Binder Course	55.00	220.00
3,970 tons	Class B Asphaltic Concrete	6.85	27,194.50
4 tons	RS-1 Asphalt	75.00	300.00
All Required	Flagging (57½% of Contractor's Cost)		$ 58,491.00
		Subtotal	250.00
		10% Engr. & Cont.	$ 58,741.00
		Total	5,874.10
			$ 64,615.10

Length of Roadway.....1.494 miles
Cost of Roadway per mile...$43,249.73

Federal Funds	$ 40,000.00
State Funds	$ 12,307.55
County Funds	$ 12,307.55
	$ 64,615.10

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

Funds for Maint.: Chap. 529, laws, 1939

NOTE: Necessary funds have been deposited by Jackson County with the Highway Department.

F.A. 4937

FORM PR 2 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Jackson
Project No. S-102(3)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 9th day of July, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 3rd day of April, 1957, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 1.519 miles of grading, draining, and 2-lane high type paving.
(Character of work)

between FAP 3 near Medford and FAS 271 at Sams Valley,
(Control points)

consisting of 1.519 miles of roadway and no (Number) bridges ~~crossing~~ ~~xxxxxxx~~ ~~xxxxx~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of fifty one thousand, four hundred and 00/100 dollars ($ 51,400.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is eighty two thousand, nine hundred ninety seven and 97/100 dollars ($ 82,997.97).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title)

By R R McLean
Member, State Highway Commission
(Title)

By H H Thurman
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

H A Elliott
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By C H Polk
Division Engineer, Bureau of Public Roads

—33205

July 5, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Gregory Road-Central Point Jct. Section, Project No. S-102(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EHC:bb

May 7, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Gregory Road-Central Point Jct. Section, Project No. S-102(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]

Oregon State Highway Department

Federal Aid Secondary
Project No. S-102(3)

GREGORY ROAD-CENTRAL POINT JUNCTION OF THE TABLE ROCK ROAD

IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon May 6, 1957

Type Code 6201
Roadway (Sta. 0+00 to Sta. 80+18)

All Required	Clearing and Grubbing (50%)		$ 500.00
290 cu.yds.	Drainage Excavation, Unclassified	$ 3.00	870.00
4,110 cu.yds.	Special Borrow Excavation, Unclassified	.50	2,055.00
2,840 cu.yds.	General Excavation, Unclassified	.75	2,130.00
4,560 yd.sta.	Short Overhaul	.02	91.20
110 C-yd.sta.	Long Overhaul	.50	55.00
7,450 yd. mile	Truck Haul	.12	894.00
1.52 miles	Finishing Roadbed and Slopes	750.00	1,140.00
40 lin.ft.	18-inch Corrugated Metal Pipe	4.50	180.00
1,760 lin.ft.	12-inch Concrete Pipe	2.00	3,520.00
270 lin.ft.	18-inch Concrete Pipe	3.50	945.00
80 lin.ft.	58-inch Arch Type Corrugated Metal Pipe	25.00	2,000.00
7 only	Adjustment of Manholes	40.00	280.00
8,950 cu.yds.	Coarse Crushed Material in Base	2.40	21,480.00
2,820 cu.yds.	3/4" - 0 Material in Base	2.75	7,755.00
440 M-gals.	Sprinkling	4.00	1,760.00
1.52 miles	Preparation of Base	500.00	760.00
74 cu. yds.	3/4" - 0 Material in Binder Course	3.00	222.00
12 tons	RC-3 Asphalt in Binder Course	55.00	660.00
4,030 tons	Class "B" Asphaltic Concrete	6.85	27,605.50
4 tons	RS-1 Asphalt	75.00	300.00
			$75,202.70
All Required	Flagging (57½% of Contractor's Cost)		250.00
		Subtotal	$75,452.70
		10% Engr. & Cont.	7,545.27
		Total	$82,997.97

Length of Roadway.....1.519 miles
Cost of Roadway per mile.....$54,639.87

Federal Funds	$51,400.00
State Funds	15,798.90
County Funds	15,799.07
	$82,997.97

State Funds for Constr.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

Funds for Maint.: Chap. 529, laws, 1939.

NOTE: Necessary funds have been deposited by Jackson County with the Highway Dept.

RECEIVED
JUN 2 ? 1957
FOR FILING

June 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 14, 1957, on Contract No. 4937, Gregory Road-Central Point Jct. and Table Rock Road-Crater Lake Jct. Section, in Jackson County, in connection with Federal Aid Projects Nos. S-102(3), S-338(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:or

ECEIVED
MAY 31 1957
FOR FILING

May 29, 1957

Hughes & Dodd Co. & Tru-Mix Equipment Co.
P. O. Box 1147
Medford, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4937, which was awarded to you on April 25, 1957 by the State Highway Commission for grading and paving on the Gregory Rd.-Central Point Jct. and Table Rock Rd.-Crater Lake Jct. Section of the Table Rock Rd. and Crater Lake Hwy.-Jacksonville Rd. in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm

Encl.

Form A-180—1056—7-56

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

INVOICE

Oregon State Highway Department

SALEM, OREGON

RECEIVED
MAY 6 - 1957

Invoice No. 50394

Date May 3, 1957

Your Req. No.

Billing Request No. cc 319

Credit distribution: 515-1056-297

Jackson County
Medford, Oregon

Attn: County Court

Advance Deposit	30,312.07
	25,212.07

Partial transfer county's share total cost.
Gregory Road-Central Point Junction & Table Rock Road-
Crater Lake Junction Sections; FAS 273 and 274, covered by
agreement dated April, 1957.

To be retained $5,000.00

By _____

State Printing 96065

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

April 26, 1957

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED
John F. Hagemann

Dear Mr. Rynning:

This is to acknowledge receipt of the advance deposit required in connection with the Gregory Road-Central Point Junction and Table Rock Road-Crater Lake Junction Sections of FAS 273 and 274.

Contract No. 4937 has been awarded for this work and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
April 25, 1957

Gregory Road-Central Point Jct. and
Table Rock Road-Crater Lake Jct.
FAS 273, and 274, Jackson Co.

Mr. S. H. Probert
O F F I C E

NOTED
John F. Hagemann

We have received this date Jackson County's deposit as required in connection with the subject named project upon which bids were received April 19th.

This project is now clear for award of a contract.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: Forrest Cooper
B. S. Paxson

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
April 25, 1977

Mr. C. H. Maison
C F F I C E

FAS 273 & 274
Jackson County
Advance Deposit

NOTED
John F. Hageman

Attached is Jackson County Warrant No. 82.. in the amount of $27,835. This amount represents the County's share of the total estimated cost of the FAS project on the Gregory Road-Central Point Junction section of FAS 273 and the Table Rock Road-Crater Lake Junction section of FAS 274 in Jackson County.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

cc: G. S. Paxson
S. H. Probert

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

April 1?, 1957

NOTED
V. R. JONES

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED
John F. Hagemann

Dear Mr. Rynning:

On April 19th a satisfactory bid was received from Hughes & Dodd Company and Trumix Equipment Company of Medford for construction of the Gregory Road-Central Point Junction and Table Rock Road Crater Lake Junction Sections of FAS 273 and 274. As per the agreement between state and county, the following advance deposit is required of the county:

Bid Items		$133,693.70
Anticipated Additional Items:		
Move & Reset Mail Boxes	$528	
Flagging	$500	1,028.00
12-1?% Engineering & Contingencies		16,840.21
Estimated Total Cost.....		$151,561.91
County Advance Deposit of 20%.....		$ 3?,312.38
Less Refund Retained by State for Wagner & Bear Creek Bridges, FAS 593		2,477.07
Required Cash Deposit.....		$ 27,835.31 - or say $27,835

Please make this deposit by means of a check or warrant in the amount of $27,835 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

4/25/57
#4937
15-1056

ECEIVED
APR 30 1957
OR FILING

S. 122(2)

4937

April 29, 1957

County Court of Jackson County
Court House
Medford, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Jackson County two fully executed maintenance agreements and one fully executed finance agreement between the State Highway Commission and Jackson County covering the Gregory Road-Central Point Junction section of FAS 273 and the Table Rock Road-Crater Lake Highway section FAS 274.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 3

ECEIVED
MAY 1 - 1957
FOR FILING

5-162(3)
3 337(.)
1937

Salem, Oregon
April 29, 1957

file

FAS Project Agreements
Jackson County

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached hereto for further handling are four certified copies each of two maintenance agreements and one conformed copy of a finance agreement with Jackson County covering the Gregory Road-Central Point Junction section of FAS 273 and the Table Rock Road-Crater Lake Highway section of FAS 274.

A fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court, Jackson County.

Secretary

rn
Attach

FORM 830—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1957

SUBJECT: FAS Project Agreements
Jackson County

To: Mr. G. S. Paxson
O F F I C E

AUTHORIZED BY HIGHWAY COMMISSION
DATE
Secretary

Attached are three copies of a finance agreement covering the Gregory Road-Central Point Junction section of FAS 273 and the Table Rock Road-Crater Lake Highway section of FAS 274 respectively.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies each of two maintenance agreements covering the above sections. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on November 8, 1956.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date April 17 1957

RECEIVED
APR 15 1957
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-8-56 Minute Page 47
Secretary

J. Mc C.

ECEIVED
MAY 6 - 1957
OR FILING

April 25, 1957

Hughes & Dodd Company, and
Tru-Mix Equipment Company
P. O. Box 1147
Medford, Oregon

Gentlemen:

The State Highway Commission on April 19, 1957 accepted your proposal for grading and paving on the Gregory Road-Central Point Jct. and Table Rock Road-Crater Lake Jct. on the Table Rock Road and Crater Lake Highway Jacksonville Road in Jackson County for the sum of $133,695.70, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4937.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ed
cc - Tom Edwards
H. Robert
P. O. Savage (1 cc)

Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash
Attn: Dorothy McCormack

Modern Highways
c/o Scranton Pub. Co. Inc.
185 N. Wabash Ave.
Chicago 1, Illinois

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Washington

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	X
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-58)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 25, 1957
4:30 p. m.

HUGHES & DODD CO.

MEDFORD, OREGON

CONTRACT FOR GREGORY ROAD-CENTRAL POINT JCT AND TABLE ROCK ROAD-CRATER LAKE JCT GRADING AND PAVING PROJECT IN JACKSON COUNTY FOR WHICH YOU SUBMITTED LOW BID ON APRIL 19, 1957 AWARDED YOU AND TRU-MIX EQUIP CO. TODAY. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION

cc - Confirmation
Accounting (5003-900)
C. W. Head
Files

FORM E-30X—37,500—2-58—82867

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1957

SUBJECT: Gregory Road-Central Point Jct. and Table Rock Road-Crater Lake Jct. FAS 273, and 274, Jackson Co.

To: Mr. [illegible] Probert
O F F I C E

We have received this date Jackson County's deposit as required in connection with the subject named project upon which bids were received April 19th.

This project is now ready for award of a contract.

John F. Hagjemann

John F. Hagjemann
[illegible]., Engr., Survey & City Relations

JFH:mm

cc: Forrest Cooper
B. S. Pattison

RECEIVED
APR 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER

JACKSON COUNTY

MEDFORD, OREGON

April 10, 1957

NOTED
Harold C. Ayers

NOTED

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention Mr. John F. Hagemann, Assistant Engineer
County and City Relations

Dear Sir:

Enclosed find duly executed by the County Court, the following documents concerning Federal Aid Secondary Highways #273 and #274:

2 copies financial agreements

6 copies maintenance agreements, Highway 273

6 copies maintenance agreements, Highway 274

5 copies encroachment resolutions, Highway 273

5 copies encroachment resolutions, Highway 274

Very truly yours,

Paul B. Rynning

Paul B. Rynning
County Engineer

PBR:sr

Enclosure

RECEIVED
APR 11 1957

NOTED
C. G. SWEDMON

NOTED

4-1-57 Oregon Project S-102(3)
FAS 274

RESOLUTION

WHEREAS, a county road in Jackson County, State of Oregon, known as the Table Rock County Road, is routed through the County of Jackson, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Jackson County, the section adopted for improvement being more particularly described as follows; to wit:

From the Gregory County Road southerly to FAS 274, a distance of 1.19 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Jackson will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Jackson County, Oregon, that no encroachments will be permitted on the county road known as the Table Rock County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Jackson County, Oregon, this 9th day of April, 1957.

By:

County Judge Robert H. Fleming

County Commissioner Clinton H. Updike

County Commissioner R. A. James

ATTEST:

Beverly P. Hopkins
County Clerk
By Mildred Reid
Deputy

cc-12(1956)

Project S-333(1)
FAS 273

RESOLUTION

WHEREAS, a county road in Jackson County, State of Oregon, known as the Crater Lake Highway Jacksonville County Road, is routed through the County of Jackson, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Jackson County, the section adopted for improvement being more particularly described as follows; to wit:

From FAS 273 easterly to FAS [illegible], a distance of 1.4[illegible] miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Jackson will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Jackson County, Oregon, that no encroachments will be permitted on the county road known as the Crater Lake Highway Jacksonville County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Jackson County, Oregon, this 9th day of April, 1957.

By:

County Judge Rodney Keiser

County Commissioner [illegible]

County Commissioner R. A. James

ATTEST:

Beverly E. Hopkins

County Clerk

By Lydia Lind, Deputy

cc-12(1956)

NOTED
Harold C. Ayers

April 8, 1957

Mr. Paul Nynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED
John F. Hagemann

Dear Sir:

Enclosed are two copies of an agreement covering finances, six copies each of two maintenance agreements, six copies each of two encroachments resolutions, and a set of plans and specifications in connection with the Gregory Road-Central Point Junction Section and Table Rock Road-Crater Lake Junction Section of FAS 273 and 274 upon which bids will be received April 19th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is $166,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreements and encroachment resolutions are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please have the County Court sign, the County Clerk attest, with seal, and return all copies of each agreement and five copies of each resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than April 12th.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Encl.

NOTED
Harold C. Ayers

Salem, Oregon
March 27, 1957

FAS 273, Gregory Rd.-Central Point Jct.
FAS 274, Table Rock Rd.-Crater Lake Jct.
Jackson County FAS Projects

Mr. Tom Edwards
O F F I C E

NOTED
John F. Hagemann

Mr. Paul Rynning, Jackson County Engineer, has advised that a borrow site for the subject named projects had been arranged for by the county. It location is 400± feet north of the north end of the Gregory Road-Central Point Junction project and is on the west side of the highway.

The point is a cut slope on the present road and the portion outside the county road right-of-way is owned by the city of Medford. Jackson County will arrange for removal and replacement of the fencing at this point and our specifications should provide that the material be removed in a manner so as to leave the site in a neat and uniform condition.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: V. G. O'Neil
Frank Hall
Paul Rynning

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Memo to J. W. Nash
3 26 57

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

FAS 273, Jackson County
Gregory Road-Central Point Junction Section

This project extends from the junction of FAS 273 with the Gregory County Road approximately 2-1 2 miles northeast of Central Point, southerly to the intersection of FAS 273 with FAS 274.

Grade and drain, place base material, and construct an asphaltic concrete wearing surface 22' in width with 8' shoulders. Grading will consist primarily of widening with minor revisions in the grade. An existing concrete bridge less than 20' in length over Whetstone Creek will be extended to fit the new width by Jackson County without federal participation. Normal right-of-way width: 60'.

Project Length: 1.51 miles.

Funds:		
	Federal	$60,000
	State	20,000
	County	20,000
	Total	$100,000

The existing road within the project limits has a 20' wide bituminous wearing surface with 3' to 5' shoulders. The condition of the wearing surface is generally fair with the northerly 0.25 mile requiring base reinforcement. The existing road adjacent to the north end of the project has a 24' wide oil mat wearing surface with 8' shoulders in good condition, and that adjacent to the south end of the project has a 20' wide bituminous wearing surface with 5' shoulders in fair condition.

There are no substandard existing alignment and grade within project limits.

No major structures.
No railroad crossings.
No airfields.
No water development projects.
No FAS route revision or addition involved.

FAS 273 serves a highly developed, irrigated, diversified farming area made up of small to large sized farms and also is developing as a residential area in the vicinity of Central Point and Medford. It is a school bus, mail, and milk route.

Previous Projects: S-102(1), S-102(2), and ER-32(1)

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

JFH:mm

Memo to J. W. Nash
3/26/57

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

FAS 274, Jackson County
Table Rock Road-Crater Lake Junction Section

This project extends from the junction of FAS 274 with FAS 273 easterly to the junction of FAS 274 with FAS 269.

Grade and drain, place base material, and construct an asphaltic concrete wearing surface 22' in width with 4' shoulders. Grading will consist primarily of widening with minor revisions in the grade. An existing bridge less than 20' in length is located approximately 400' east of the west end of the project. This bridge has a wooden deck on concrete abutments and Jackson County will widen and place a concrete deck without federal cooperation.

Normal right-of-way width: 60'.
Project length: 1.51 miles.

Funds:		
	Federal	$54,000
	State	18,000
	County	18,000
	Total	$90,000

The existing road within the project limits has a 20' wide oil mat wearing surface 20' in width with 3' shoulders in fair condition. The existing road adjacent to the west end of the project has a 24' wide bituminous wearing surface with 6' shoulders in good condition. The easterly end of the project is also the easterly route termin[illegible].

No substandard existing alignment and grade within project limits.

No major structures.
No railroad crossings.
No airfields.
No water development projects.
No FAS route revision or addition.

FAS Route 274 serves a highly developed, irrigated farming area and residential area in the vicinity of Central Point and a large cattle and sheep raising area between Jacksonville and Central Point. It is a school bus, mail, and milk route.

NOTED
JPH:mm C. C. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Salem, Oregon
March 8, 1957

Mr. Tom Edwards
O F F I C E

FAS 273,
Gregory Road-Central Point Road Section;
FAS 274,
Table Rock Road-Crater Lake Hwy. Section;
Jackson County

We are returning the field data for the subject named projects and attaching a copy of a letter from Mr. Paul Rynning, Jackson County Engineer, relative to these projects.

It appears, and Mr. Rynning concurs, that considerable money might be saved by using a design which would widen by subcutting and borrowing material so as to utilize approximately 18 feet of the existing oil mat wearing surface. Mr. Webber, Soils Engineer, advises that from the data available to him, paving directly over the existing bituminous surface would be satisfactory for the major portion of both sections.

It is requested that this project be examined with a view of revising the grade line and design in order to utilize as much of the existing base and wearing surface as possible. If the project is revised it is suggested that Mr. Rynning be consulted relative to correcting the grade line at the points mentioned in his letter.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

cc: Mr. Jay Barbee

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 736
MEMBER A. A. E.
MEMBER P. E. C.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

March 6, 1957

RECEIVED
MAR 7 1957

Oregon State Highway Commission
Salem,
Oregon

Attention Mr. John F. Hagemann, Assistant Engineer, County and City Relations

Gentlemen:

I received the profiles for the proposed work on Table Rock Road and the Central Point Market Road. I was surprised to note that plan calls for excavations throughout the length of both jobs down to the subgrade.

I thought some of the base could be salvaged but in talking to Mr. Merrill this morning, he informed me that the material was needed for widening the road, and if so, it may be all right to use the grade as drawn up with some minor changes.

I agree with you that the grade line can be rolled more than shown. I am returning both profiles with some suggestions, by indicating some changes in the vertical P.I.'s.

At Station 27+00, the grade should be raised above the existing ground line. Occasionally we have flood waters running over the road at this point. The bridge at Station 24+49 is only 16 feet long at right angles to the stream bed, being not much more than a large box culvert. The bridge is on a heavy skew and Station 24+49 is evidently opposite the extreme southeast corner of the bridge and Station 24+88 is opposite the extreme northwest corner of the bridge. It is my intention to widen the bridge to fit the new roadway width, not necessarily to raise the deck. Finished roadway can be built up above the existing concrete deck as shown with my pencil mark. The grade line should be raised between Stations 70 and 80 because occasionally water overflows that section. I believe it would be better to keep the subgrade approximately at the elevation of the existing ground line.

With reference to the Central Point Market Road, the bridge at Station 4+00 has a clear opening of 18 feet on concrete abuttments with wood deck. It is my plan to widen the bridge to fit the new roadway width and put a concrete deck on the piers.

At the Crater Lake Highway junction, I am not satisfied with the finish grade line shown. I do not like the 1.5-foot drop in 50 feet from the edge of the highway pavement. I am of the opinion that this grade line should more or less continue with the roadway design of the Crater Lake Highway for at least 50 feet from the pavement in order that trucks, buses, etc., will not have to park on a steep incline. I have indicated change of grade line with pencil.

It is my opinion that generally the grade line of both jobs could have been rolled more than shown on the profiles but balancing the material for roadway widths may not make it economical. Any changes you may make to reduce the cost would be appreciated.

Very truly yours,

Paul B. Rynning

Paul B. Rynning
County Engineer

PBR:sr

RECEIVED
MAR 7 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

March 1, 1957

Mr. Paul B. Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED
V R JONES

NOTED
J.F. HAGEMANN

Dear Mr. Rynning:

I am forwarding under separate cover one print each of the profiles for the Gregory Road-Central Point section of FAS 273 and the Table Rock Road-Crater Lake Highway section of FAS 274. After examining these profiles please forward any comments or requests for changes to this office. You will no doubt want the grade line lowered to meet the concrete bridge on the Table Rock Road, FAS 273.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

JACKSON COUNTY FAS HIGHWAYS

1-17-57

LOCATION PROSPECTUS FOR GREGORY ROAD-CENTRAL POINT ROAD SECTION
FAS 273, JACKSON COUNTY - for map attachment see FAS 274 prospectus

The following prospectus covers the location of the Gregory Road-Central Point Road Section of the Table Rock County Road, FAS 273. The northerly terminus of the section is the junction of Gregory Road and Table Rock Road. The southerly end of the project is at the junction of the Table Rock Road and the Central Point Market Road.

The route to be surveyed is 1.5 miles in length and the route follows the existing center line of the Table Rock Road. There will be no saving in length, central angle, or rise and fall over the existing facility.

The purpose of this survey is for preparation of plans and an estimate of cost for grading, surfacing, and paving.

The roadbed will be designed with two 11-foot lanes of asphaltic concrete paving and 8-foot shoulders.

The tentative base design calls for 17½ inches maximum surfacing material, plus wearing surface of 3½ inches. Soils tests will be taken to determine the exact thickness of surfacing required.

Bridge No. 595, located one mile south of the northerly end of the project, will be extended on each side of the center line.

Location of prospective material sources:

County-owned gravel bar on Rogue River (Military Bridge) located 5.2 miles northerly of the north end of the project. There is an estimated total quantity of 50,000 cubic yards in the gravel bar. No haul road construction will be required from the gravel site.

State Game Commission gravel bar on Little Butte Creek, located 7.0 miles northerly of the southerly end of the project. There is an estimated total quantity of 30,000 cubic yards in the gravel bar. No haul road construction will be required from the gravel site.

An agreement with Jackson County is necessary.

There are no State parks in the area.

RECEIVED
JAN 18 1957

January 17, 1957

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan
W. B. Merrill
Ray Webber (2)
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
John W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
P. M. Stephenson
C. G. Swenson ✓

JACKSON COUNTY FAS HIGHWAYS

LOCATION PROSPECTUS FOR JACKSONVILLE-NORTH SECTION, FAS 274, JACKSON COUNTY

The following prospectus covers the location of the Jacksonville-North Section of the Old Stage Road, FAS 274. The southerly terminus of the section is at the junction of the Medford-Provolt Highway and Old Stage Road in the City of Jacksonville. The northerly end of the project is at the junction of the Old Stage Road and Military Road.

The route to be surveyed is 2.4 miles in length through tangent alignment. The center line for the survey will be established from the existing right of way fences. New alignment is proposed for approxomately 0.5 of a mile at the northerly end of the project, to eliminate two sharp reversing curves. The present alignment has simple curves and these will be changed to spiraled curves. There is no map or profile available on the existing road.

The purpose of this survey is for preparation of plans and an estimate of cost for grading, surfacing and paving.

The main roadbed design calls for two 10-foot lanes of asphaltic concrete with 4-foot shoulders. The first 267 feet on the south end of the project (Medford-Provolt Highway to "C" Street in Jacksonville) will be paved from curb to curb (44 feet).

The tentative base design by Ray Webber is 12 inches of base material, $1\frac{1}{2}$ inches of leveling course, and $3\frac{1}{2}$ inches of asphaltic concrete. Soils tests will be taken to determine the exact thickness of surfacing required.

Bridge No. 119, located 0.45 mile from the northerly end of the project, is a 3.8' by 19.2' wood structure. It will be replaced with a 6' by 6' concrete box culvert.

The bridge over Jackson Creek, located 0.09 mile from the southerly end of the project is a 6' by 19.5' by 27.5' (including 4' of sidewalk on the easterly end) wooden structure. It is planned to use the existing structure.

Location of prospective material sources: A city-owned quarry (Medford) located 0.5 mile west, on the Medford-Provolt Highway, of the south end of the project. There is an estimated 30,000 cubic yards of material available at this source.

The county owns a decomposed granite pit which could be used for a borrow source. This source is located 0.75 mile northwesterly of the north end of the project. No haul road construction will be required for either source.

An agreement with Jackson County is required.

There are no State parks in the vicinity.

RECEIVED JAN 18 1951

JACKSON COUNTY FAS HIGHWAYS

LOCATION PROSPECTUS FOR TABLE ROCK ROAD-CRATER LAKE HIGHWAY SECTION,
FAS 274, JACKSON COUNTY

The following prospectus covers the location of the Table Rock Road-Crater Lake Highway Section of the Central Point Market Road, FAS 274. The westerly terminus of the section is the junction of the Table Rock Road and the Central Point Market Road located approximately 2.0 miles northeasterly of the City of Central Point. The easterly end of the project is at the junction of the Central Point Market Road and the Crater Lake Highway.

The route to be surveyed is 1.5 miles in length and the route follows the existing center line of the Central Point Market Road. There will be no saving in length, central angle, rise and fall over existing facility.

The purpose of this survey is for preparation of plans and an estimate of cost for grading, surfacing and paving.

The roadbed will be designed with two 11-foot lanes of asphaltic concrete paving and 4-foot shoulders.

The tentative base design calls for 17½ inches maximum surfacing material plus wearing surface of 3½ inches. Soils tests will be taken to determine the exact thickness of surfacing materials required.

A bridge located 500 feet east of the westerly end of the project will be extended on each side of centerline. The wood deck on existing structure with concrete walls will be replaced with a concrete deck.

There will be a railroad grade crossing with the Medford Corporation Logging Railroad, which is located one mile east of the westerly end of the project.

Location of prospective material sources:

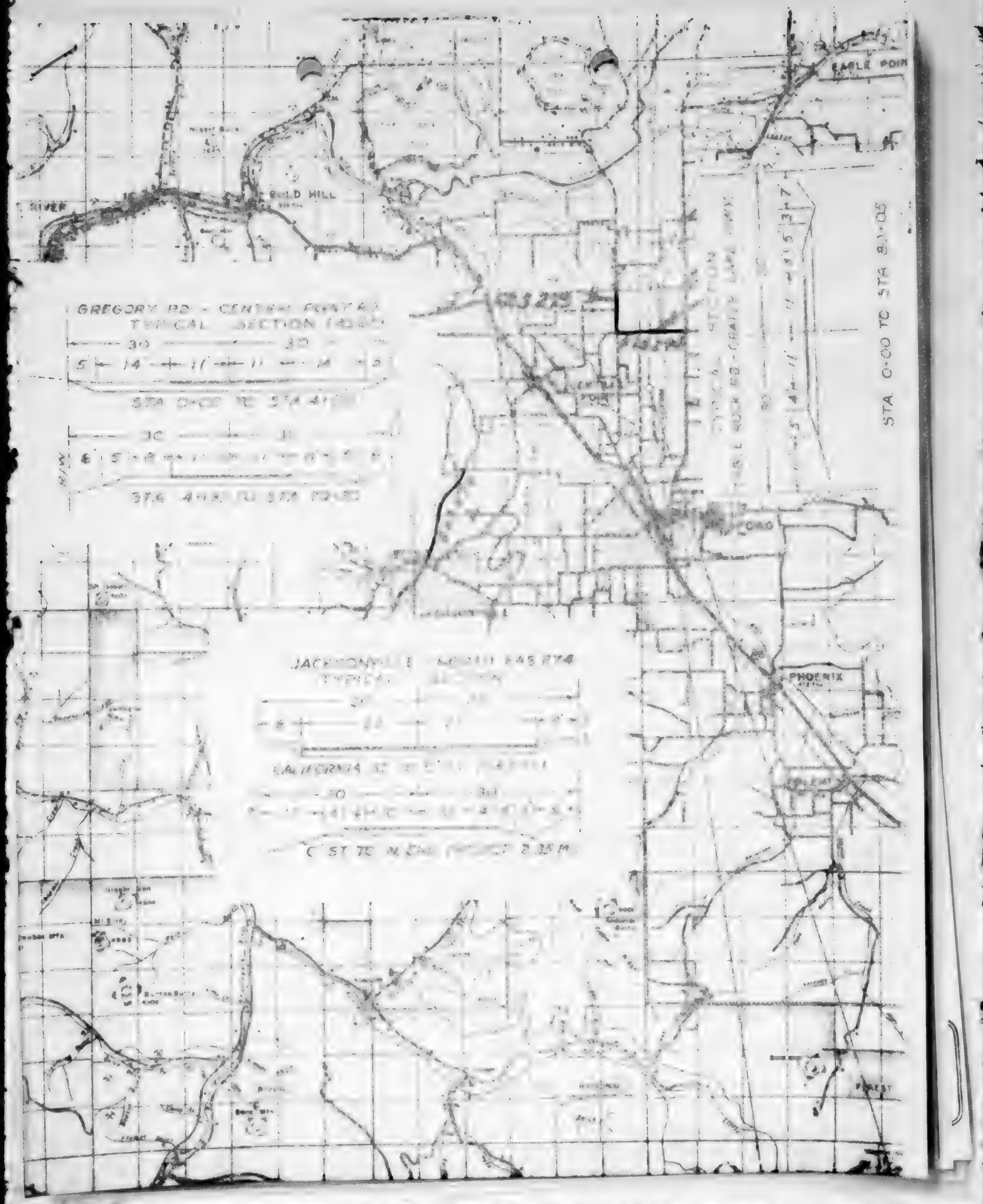
County-owned gravel bar on Rogue River (Military Bridge) located 6.7 miles northerly of the west end of the project. There is an estimated total quantity of 50,000 cubic yards in the gravel bar. No haul road construction will be required from the gravel site.

State Game Commission gravel bar on Little Butte Creek located 5.5 miles northerly of the east end of the project. There is an estimated total quantity of 30,000 cubic yards in the gravel bar. No haul road construction will be required from the gravel site.

An agreement with Jackson County is necessary.

There are no State parks involved.

RECEIVED
JAN 18 1957


EAGLE POINT
GOLD HILL
RIVER
STA. 0+00 TO STA 81+05
PHOENIX

NOTED
V. R. JONES

NOTED
Harold C. Ayers

November 20, 1956

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED
J. F. HAGEMANN

Dear Mr. Rynning:

On November 8th the Highway Commission approved the FAS projects as described in the attached tabulation which is believed to conform with your request.

For the present we have to carry one of the projects on FAS 274 as a fiscal year 1959 project; however, every effort will be made to move this up to a 1958 project so that all three sections can be contracted at the same time. Until all counties have been contacted for programing of funds we will not be able to determine whether sufficient 1958 funds will be available or not.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

File Fas 274

JACKSON COUNTY
PROPOSED PROJECTS

FAS 273 - Gregory Road-Central Point Road Section, Approximately 1.5 Miles, $70,000. This section extends from the Gregory County Road, southerly along FAS 273 (Table Rock County Road) to the Central Point Market Road.

The proposed project is to widen the grade, drain, place additional base material as required, and construct an asphaltic concrete pavement 22' in width with 8' shoulders.

FAS 274 - Jacksonville-North Section, Approximately 2.4 Miles, $100,000. This section extends from the junction of FAS 274 with FAS 268 (Medford-Provolt State Highway) in Jacksonville, northerly along FAS 274 (Old Stage Road) to the north line of Section 21, T. 37 S., R. 2W. (beginning of existing 18' to 20' wide bituminous wearing surface).

The proposed project is to regrade, drain, place base material, and construct a 20' wide asphaltic concrete pavement with 4' shoulders.

FAS 274 - Table Rock Road-Crater Lake Highway Section, Approximately 1.5 Miles, $60,000. This section extends from the junction of FAS 274 (Central Point Market Road) with FAS 273 (Table Rock Road), easterly to a junction with FAS 269 (Crater Lake State Highway).

The proposed project is to widen the grade, drain, place additional base material as required, and construct a 22' wide asphaltic concrete pavement with 4' shoulders.

The funds shown for each project are rough estimates only and may be adjusted when firm estimates of cost are available.

Mr. Paul Rynning, Jackson County Engineer, should be contacted prior to starting the surveys.

10/25/56
(56-f)

Approved by Hwy Comm. 11-8-56

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

NOTED
V. R

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER

JACKSON COUNTY

MEDFORD, OREGON

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

October 23, 1956

RECEIVED
OCT 24 1956
ENGINEER
COUNTY & CITY RELATIONS

Mr. John Hageman
Engineer, County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Hageman:

I was very sorry to learn of the death of John Cattrall, and I know it will be a loss to the department as well as to the various counties and cities with whom he had contact.

No doubt you will be assigned to take his place and if so, I extend you my sincere congratulations.

In checking over future F.A.S. program I have three projects in mind and the County Court concurs in my selections. I list them in order of priority.

1. Table Rock Road, F.A.S. 273 from the south line of Section 36, Township 36 South, Range 2 West, thence North 1½ miles to Gregory Road; work to consist mainly of resurfacing and paving, and maybe some minor grading work. 22'-8'

2. Old Stage Road, F.A.S. 274 beginning at Jacksonville, thence northerly to the north line of Section 21, Township 37 South, Range 2 West; the work to consist of regrading, surfacing, and paving. 20'-8' 2 miles

3. Central Point Market Road, F.A.S. 274 from its intersection with Table Rock Road, F.A.S. 273, easterly 1½ miles to intersection with the Crater Lake Highway; the work to consist mainly of resurfacing and paving. 1.5 miles 22'-8'

Very truly yours,

Paul B. Rynning

Paul B. Rynning
County Engineer

PBR:sr

RECEIVED
OCT 24 1956
OREGON
STATE HIGHWAY COMMISSION

2 of 274

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 4853 Ends with: Contract# 4937

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 84 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 17 day of February 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Gayle Faubert